

2022 Performance Oversight Questions—Part 1
District Department of Transportation

A. ORGANIZATION AND OPERATIONS

1. Please provide a complete, up-to-date organizational chart for the agency and each division within the agency. Please include an explanation of the roles and responsibilities for each division and subdivision within the agency.
 - Please include a list of the employees (name and title) for each subdivision.
 - Has the agency made any organizational changes in the last year? If so, please explain.

See DDOT's current organizational chart in **Appendix Q01a**. A narrative explanation of the responsibilities for each division and subdivision can be found in **Appendix Q01b**. **Appendix Q03** provide a list of employees associated with the position listing requested in that item.

In the summer of 2021, DDOT moved its Vision Zero Division from the Office of the Director into the Project Delivery Administration. This change consolidated the agency's capital safety programs into one place and will ensure that Vision Zero is incorporated holistically into the entire DDOT capital program. As a result, DDOT will be able to increase the rate and speed of critical safety project delivery moving forward. Additionally, in FY 2022 the Automated Traffic Enforcement Program moved from the Metropolitan Police Department (MPD) to DDOT.

2. Please list each **new program** implemented by the agency during FY 2021. For each initiative please provide:
 - A description of the initiative.
 - The funding required to implement the initiative.
 - Any documented results of the initiative.

DDOT implemented the following new programs in FY2021:

Pilot Safety Improvements on High Crash Areas of I-395

In January 2021, DDOT announced a six-month pilot project to improve safety on northbound I-395 between Exit 4 (9th Street SW) and Exit 6 (3rd Street Tunnel/C Street). The I-395 Safety Pilot Project ran from January through May with the goal of reducing the number of crashes in the merge area, which has had more than 100 crashes in the past three years.

The I-395 Safety Pilot Project aimed to improve safety in this high-crash area by changing merging patterns at the Maine Avenue and 9th Street SW on-ramps to

northbound I-395.

New signage and roadway markings were added to assist drivers with the new traffic pattern. Drivers were advised to slow down and stay alert while driving through this area.

The roadway work was completed by DDOT's Asset Management Division under an active paving contract and the study/design portion of the project was completed under DDOT's Traffic Engineering and Safety Division's TSES contract which is funded by federal Highway State Improvement Program (HSIP) funds. Approximate costs for the study and design were \$26,000 with the Asset Management marking costs of approximately \$43,000.

DDOT monitored traffic conditions during the six-month pilot period and made adjustments as needed to finalize the revised merge area design. A follow-up study found crash reductions from an average of 18 crashes per to year to six crashes per year following the implementation of the ramp improvements.

Automated Camera Enforcement Stationary and Bus Mounted Pilots

In 2020 DDOT led a three-month research pilot for a stationary bus lane camera at the intersection of Georgia Avenue and Bryant Street NW.* In 2021, DDOT kicked off an 11-week bus mounted camera pilot on the DC Circulator's Eastern Market-L'Enfant Plaza and McPherson Square-Woodley Park routes. It should be noted that these pilots took place during a time when there may have been limited other enforcement and lower traffic volumes due to the ongoing COVID-19 pandemic.

During the pilots DDOT collected data on how the bus lane and bus stops were being used, specifically the number of unauthorized vehicles using the lane while operational, and vehicles standing and parked in the bus zones. The pilots are helping DDOT to better understand the infrastructure and organizational systems needed to perform automated bus lane enforcement and how to review and process the camera footage. DDOT is currently evaluating proposals for a new contract for automated enforcement, including enforcement for bus lanes and bus stops in the District.

The data collected was for research purposes only and potential violations did not go through the typical, thorough, evidence review process DDOT subjects actual potential violations to. However, the stationary pilot captured approximately 100 potential violations per day and the bus mounted pilot captured approximately 20 violations per day. To provide a better sense of how many of these potential violations could have resulted

in tickets—approximately 30% of potential captured events in the ATE program today result in violations being issued.

There was no cost to these pilots other than DDOT personnel time.

**The bus lane camera pilot was originally installed at the intersection of Eye Street NW and 16th Street NW. However, due to atypical traffic patterns resulting from the public health emergency caused by coronavirus (COVID-19), and the installation of Black Lives Matter Plaza, the camera was relocated to collect data from the Georgia Avenue NW bus lane.*

Frederick Douglass Memorial Bridge

On September 7, 2021 Mayor Bowser and DDOT cut the ribbon on the new Frederick Douglass Memorial Bridge. Mayor Bowser broke ground on the project to replace the more than 70-year-old bridge in February 2018 on the 200th anniversary of Douglass' birth. The bridge design includes three above-deck arches that capture the District's arch history, two piers that will appear to float in the river, and four pedestrian overlooks. The bridge is part of the South Capitol Street Corridor Project. DDOT, in partnership with South Capitol Bridge Builders, will begin phase two of that project, which is expected to be completed in Spring 2022.

The cost of construction for the South Capitol Street Corridor Project, which includes the new Frederick Douglass Memorial Bridge, is approximately \$458,000,000.

3. Please provide a complete, up-to-date **position listing** for your agency, which includes the following information for each position:
 - Title of position.
 - Name of employee or statement that the position is vacant, unfunded, or proposed.
 - Date employee began in position.
 - Salary and fringe benefits, including the specific grade, series, and step of position.
 - Job status (continuing/term/temporary/contract).

Please list this information by program and activity

*See **Appendix Q03**.*

4. Does the agency conduct annual **performance evaluations** of all of its employees? Who conducts such evaluations? What steps are taken to ensure that all agency employees are meeting individual job requirements? What are the performance measures by which employees are evaluated?

DDOT completes performance evaluations for each employee at the end of the fiscal-year. The mid-year review is initiated by the employee's immediate supervisor, or (in the absence of the immediate supervisor) the designated reviewer. This review serves as a mechanism for providing feedback to an employee and to identify areas of improvement and opportunities to reinforce positive work performance.

Annual evaluations are facilitated by each employee's immediate supervisor with the supervisor's manager serving as the reviewer prior to finalization of the evaluation. DDOT's Human Resources Division utilizes queries created by DCHR to review the current status of employees' plans and evaluations; status updates are sent to the employee's Supervisor and Managers encouraging them to conduct performance reviews and planning sessions with each employee. Each manager measures their respective employees through a Peoplesoft standardized evaluation tool that measures the core competencies of Communication, Customer Service, Goal Attainment, Accountability and Job Knowledge. Each employee performance plan also includes at least three and not more than five Specific, Measurable, Attainable, Realistic, and Time Related (SMART) goals. DDOT Human Resources collaborates with each manager of employees who do not meet individual job requirements to develop Performance Improvement Plans (PIP).

5. Please list all **employees detailed** to or from your agency, if any. Please provide the reason for the detail, the detailed employee's date of detail, and the detailed employee's projected date of return.

The agency does not have any interagency details currently.

6. Please provide the position name, organization unit to which it is assigned, and hourly rate of any **contract workers** in your agency, and the company from which they are contracted.

See the chart below:

Name	Unit	Contractor Name	Hourly Rate
Katelynn Woodard	Equity & Inclusion	Midtown	\$51.89
Mustapha Samai	Equity & Inclusion	Midtown	\$51.89
Rhakeem Brunsom	Asset Management	CM Construction	\$82.25
Neek Sahely	Asset Management	CM Construction	\$117.50
Andrew Li	Asset Management	CM Construction	\$198.28
Vontia Rogers	Public Space Regulations Division	Corporate Systems Resources, Inc.	\$23.81

Marquita Smith	Public Space Regulations Division	Corporate Systems Resources, Inc.	\$23.81
Charles Proctor	Public Space Regulations Division	Corporate Systems Resources, Inc.	\$23.81
Desiree Morton	Public Space Regulations Division	Corporate Systems Resources, Inc.	\$23.81
Shawntanishia Zackery	Public Space Regulations Division	Corporate Systems Resources, Inc.	\$23.81
Andre Morgan	Public Space Regulations Division	Corporate Systems Resources, Inc.	\$23.81
Caleb Taylor	Customer Service Clearin	Corporate Systems Resources, Inc.	\$23.81

7. Please provide the Committee with:

- a. A list of all employees who receive cellphones, personal digital assistants, or similar communications devices at agency expense.
 - Please provide the total cost for mobile communications and devices at the agency for FY 2021 and FY 2022 to date, including equipment and service plans.
- b. A list of all vehicles owned, leased, or otherwise used by the agency and to whom the vehicle is assigned.
- c. A list of employee bonuses or special award pay granted in FY 2021 and FY 2022, to date.
- d. A list of travel expenses, arranged by employee.
- e. A list of the total overtime and worker's compensation payments paid in FY 2021 and FY 2022, to date.

a. Please see **Appendix Q07a** for the list of all employees who receive cellphones, personal digital assistants, or similar communications devices at agency expense.

The total costs for mobile communications and devices for individual users are listed below. Communication equipment are free to DDOT, as part of the service plans.

Total Cost for FY21 = \$570,772.14

Total Equipment cost FY21 = \$ 45,847.98

Total monthly service plan amount FY21 = \$ 43,743.68

Total 1st Quarter FY22 = \$137,105.00

Total 1st Quarter Equipment cost FY22 = \$5,876

Total monthly service plan amount FY22 = \$ 43,743.68

- b. A list of all vehicles owned, leased, or otherwise used by the agency and to whom the vehicle is assigned.

See Appendix Q07b.

c. A list of employee bonuses or special award pay granted in FY 2021 and FY 2022, to date.

DDOT did not award any bonuses or special awards in FY21 or FY22, to date.

d. A list of travel expenses, arranged by employee.

See Appendix Q07d.

e. A list of the total overtime and worker's compensation payments paid in FY 2021 and FY 2022, to date.

See Appendix Q07e.

8. Please provide a list of each **collective bargaining agreement** that is currently in effect for agency employees.
- Please include the bargaining unit (name and local number), the duration of each agreement, and the number of employees covered.
 - Please provide, for each union, the union leader's name, title, and his or her contact information, including e-mail, phone, and address if available.
 - Please note if the agency is currently in bargaining and its anticipated completion date.

See Appendix Q08.

9. Please identify all **electronic databases** maintained by your agency, including the following:
- A detailed description of the information tracked within each system.
 - The age of the system and any discussion of substantial upgrades that have been made or are planned to the system.
 - Whether the public can be granted access to all or part of each system.

Please refer to the DC Enterprise Data Inventory (EDI) by visiting <https://opendata.dc.gov/datasets/enterprise-dataset-inventory> and filtering "Agency Name" by "District Department of Transportation." This is the most comprehensive listing of DDOT's business systems and accompanying datasets. It is updated on an annual basis.

10. Please describe the agency's procedures for investigating allegations of sexual harassment or misconduct committed by or against its employees. List and describe any allegations received by the agency in FY 2021 and FY 2022, to date, and whether and how those allegations were resolved.

DDOT has designated a Sexual Harassment Officer (SHO) in accordance with the Mayor's Order 2017-313, Sexual Harassment Policy, Guidance and Procedures issued on December 18, 2017. The SHO is responsible for ensuring that both the individual filing the complaint and the accused individual are aware of the seriousness of the sexual harassment complaint. The SHO is responsible for adhering to the following procedural actions: (1) explaining the sexual harassment policy and investigation procedures to the complainant and the respondent; (2) arranging for an investigation of the alleged harassment; (3) preparing a written report of the findings; submission of a written report summarizing the results of the investigation and recommendations, submission of the final report to internal counsel for review and forwarding to the Mayor's Office of Legal Counsel (MOLC); and (4) notifying the complainant and the respondent of the corrective actions.

Sexual Harassment Allegations

FY21 – 6

All matters have been investigated and closed.

FY22 – 0

No SH complaints have been filed as of 12/14/2021.

11. For any **boards or commissions** associated with your agency, please provide a chart listing the following for each member:

- The member's name;
- Confirmation date;
- Term expiration date;
- Whether the member is a District resident or not;
- Attendance at each meeting in FY 2021 and FY 2022, to date.
- Please also identify any vacancies.

See the chart below:

Board/ Commission	DDOT Designee	Seat Designation	Date of Appt.	Term End Date	Residency
Pedestrian Advisory Committee (PAC)	George Branyan	DDOT	12/31 2014	Serves at the pleasure	MD

				of the Mayor	
PAC	Karyn McAlister	DDOT	12/31 2020	Serves at the pleasure of the Mayor	MD
Public Space Committee	Anna Chamberlin	DDOT	12/31 2018	Serves at the pleasure of the Mayor	DC
Recreational Trails Advisory Committee	Michael Alvino	DDOT	10/20 2015	Serves at the pleasure of the Mayor	DC
Undergrounding Project Consumer Education Task Force (UPCETF)	Anthony Soriano	DDOT	8/23 2018	1/2/2023	DC
Transit Rider Advisory Council	Carla Longshore	DDOT	1/14 2020	Serves at the pleasure of the Mayor	MD
Multimodal Accessibility Advisory Council (MAAC)	Cesar Barreto	DDOT	12/15 2017	Serves at the pleasure of the Mayor	VA
Bicycle Advisory Council (BAC)	Mike Goodno	Bicycle Coordinator at DDOT	7/31 2015	Serves at the pleasure of the Mayor	VA

12. Please list the **task forces and organizations**, including those inside the government such as interagency task forces, of which the agency is a member and any associated membership dues paid.

- National Capital Region Transportation Planning Board
(Metropolitan Planning funds from the FHWA allocation paid to the Metropolitan Washington Council of Governments to implement the Unified Planning Work Program that is approved annually)
 - State Technical Working Group
 - Transportation Planning Board Technical Committee (and multiple subcommittees such as Aviation, Bicycle and Pedestrian, Freight)
- Major Crash Review Task Force
- Mayor's Autonomous Vehicle Working Group
- Vision Zero Working Group
- Northern Virginia Regional Commission Fast Ferry Stakeholder Group (no known fee)
- Washington Metropolitan Area Transit Authority Jurisdictional Coordinating Committee (no known fee)
- Transportation Research Board (DDOT staff engage and lead various committees and topic areas) (approximately \$85,000 annually)
- Clean Air Partners (approximately \$55,000, paid to the Metropolitan Washington Council of Governments)
- Conference of Minority Transportation Officials (COMTO)
- DC Multimodal Accessibility Advisory Committee (MAAC)
- DC Bicycle Advisory Council (BAC)
- DC Pedestrian Advisory Council (PAC)
- DC Sustainable Transportation Coalition (DCST)
- Building Blocks DC
- DCBIA Working Group
- Public Restrooms Working Group
- Lead Pipe Replacement Working Group
- Multi-agency Flood Task Force

Organizations for which dues are paid:

	2019	2020	2021
American Association of State Highway & Transportation Officials (AASHTO)	\$ 30,549	\$ 30,549	\$ 30,549
Northeast Association of State Transportation Officials (NASTO)	\$ 2,000	\$ 2,000	\$ 2,000
National Association of City Transportation Officials (NACTO)	\$ 21,000	\$ 25,000	\$ 25,000 (estimate)

Eastern Transportation Coalition (I-95 Coalition)	\$ 40,000	\$ 40,000	\$ 40,000
North American Bikeshare Association (NABSA)			\$ 11,000
National Association of State Foresters			\$ 3,190

13. What has the agency done in the past year to make the activities of the agency more **transparent** to the public?

DDOT continues to build on existing processes and procedures to ensure the agency is providing timely, relevant, and beneficial information about operations, services, outreach activities, and key personnel. In response, the agency is using innovative and user-friendly technologies to reach the public and convey an array of information about services and programs that DDOT manages. The following resources and applications were implemented or improved to enhance transparency for the public:

Public meetings: As noted last year, DDOT's strategic long-range plan, moveDC, began its update in FY 2020. DDOT continued a transparent and inclusive engagement process into FY 2021. In October and November 2020, DDOT hosted a District-wide virtual town hall that is also available on the website as well as a District-wide survey that was announced over the radio, on social media, as well as with flyers across the District. DDOT also had targeted outreach by attending all Advisory Neighborhood Council (ANC) meetings in Wards 5, 7, and 8. The updated website shares all information about the outreach performed and feedback received. A full list of the meetings DDOT attended are available on the agency's website at www.ddot.dc.gov/events.

DDOT's Website - The central repository for all content, plans, services, and programs pertaining to DDOT is the public-facing website that can be found at www.ddot.dc.gov. In 2021, DDOT's Public Information Division worked to redesign, refine, and improve the website's functionality to make it easier to navigate and more accessible for all stakeholders. The site increases the agency's transparency efforts as it houses comprehensive information and timelines for projects and studies, provides a calendar of events, press releases, traffic advisories, weekly construction updates, testimonies, statements, and more. Finding reliable information can be a challenge, especially if you don't know where to start. That is why DDOT designed a three-step process on its home landing page that helps residents request 311 services, find relevant

information, and apply for our top searchable permits. The website is updated on a weekly basis to support resident needs.

DDOT also continues to support the online community meeting request calendar to better plan for public meetings. The online intake form requests that residents give the agency three weeks advance notice to allow for proper coordination and staffing in preparation for the meetings. Meetings are now routinely accepted on a first-come, first-serve basis, with staff providing specific updates as requested.

Social Media and Digital Engagement – DDOT incorporates social media into its overall communications strategies to deliver timely information to the public. DDOT's Twitter feed (@DDOTDC) has more than 47,000 followers and actively engages the community via daily posts, responses, campaigns, and high engagement levels. DDOT's Twitter handle continues to be a useful tool to share instant and up-to-date transportation-related changes to the community at large. Residents can also submit DDOT service requests via 311's Twitter account. If DDOT is tagged in a service request Tweet, the communications team will tag 311 to generate a service request ID. DDOT's @DCVisionZero twitter feed performs a similar function, with an emphasis on safety information.

Traditional/Broadcast Media - On a monthly basis, DDOT's Public Information Division issues more than two dozen press releases, traffic advisories, public meeting notices, and weekly construction updates to keep residents informed about services, meetings, and projects. Each month, DDOT receives and responds to dozens of media inquiries from reporters from a variety of daily, weekly, and monthly outlets including broadcast news, newspapers, and online media.

DDOT Compendium - To continue supporting transparency with the District's constituency, DDOT maintains a public repository of policies and procedures when managing public space and the transportation network. In 2020, an interagency team began reviewing the information housed in the compendium to update the content and remove outdated information. As part of the effort, all DDOT-owned manuals, guidelines, and policies are being transferred from the agency website to the compendium. All DDOT policies are publicly searchable and can be temporarily found at <https://ddotwiki.atlassian.net/wiki/spaces/HOME/overview?mode=global>.

Transportation Online Permitting System (TOPS) - DDOT provides the District with a real-time Public Space Permitting System. TOPS is an intuitive, online system that enables homeowners, utility companies, and businesses to apply for the specific type of public space occupancy, construction, excavation, and annual or rental permit required for use of the public space within the District of Columbia. TOPS is enhanced every year to adapt to the changing

needs of the District and Mayoral priorities and make permitting more efficient and transparent. One example from this year is the update to include streatory permits. TOPS may be accessed from home or conveniently placed kiosks at local Metropolitan Police Department District offices, and at DDOT's Public Space Permit Office located at 1100 4th Street SW.

Open Data – The Office of Chief Technology Officer (OCTO) provides hundreds of data feeds on District government information via the open data website. DDOT has submitted many data sets that are publicly accessible including street light data, residential parking permit data, alley maintenance inventory, pavement marking data, and parking meter data. DDOT and OCTO published more than 17 million mapped records related to traffic enforcement and crashes. DDOT's open transportation data can be found at <http://opendata.dc.gov/datasets?q=transportation>.

DDOT Call Center and Clearinghouse - DDOT manages an internal call center that answers and assists with incoming constituent queries pertaining to the agency's feature services. This past fiscal year, the call center answered 47,792 calls. DDOT's customer service clearinghouse received and responded to 1,649 written communications from the "Ask the Director" link on DDOT's webpage, as well as formal letters to the Director and/or the Mayor via the Intranet Quorum (IQ) System.

Strategic Planning Documents – DDOT released its strategic long-range plan, moveDC. moveDC communicates the department's goals, policies, strategies, and importantly the metrics to be used in measuring our success. The website is designed to be easily accessible to the public and allow interested stakeholders to read the plan in its entirety or focus on areas of interest. DDOT will track progress on the strategies included in the plan and report on an annual basis in addition to the routine updates to the overall plan that will happen every five years (as also required in the Vision Zero Enhancement Omnibus Amendment Act of 2019).

moveDC can be found here: <https://movedc.dc.gov/>

14. How does the agency solicit **feedback** from customers? Please describe. What is the nature of comments received? Please describe. How has the agency changed its practices as a result of such feedback?

DDOT continues to maintain its commitment to open engagement with District residents and businesses as we work collaboratively to improve our transportation network. Through multiple platforms, events, and resources, DDOT is able to gather feedback from our customers and respond to questions and requests for service.

311 Service Request Survey – DDOT is committed to closing 311 service requests within the Service Level Agreement (SLA) and provide satisfactory services. To solicit feedback from residents, DDOT monitors the responses of 311 service request surveys that the Office of Unified Communications (OUC) automatically sends out to residents when a 311 service request gets closed. The survey asks for feedback on and rating of customer service and experience, and thus it serves as a good indicator for DDOT to identify its strengths and areas for potential growth. To use these data to improve systems and processes, DDOT built a dashboard to continuously track survey responses and identify trends. These findings are routinely presented and discussed in internal 311 performance meetings.

Social Media – DDOT continues to maintain a robust social media presence with more than 47,000 followers on Twitter alone. The comments received through this medium vary, but they are typically related to projects, programs, and services provided by the agency. Residents also use social media to raise issues and seek corrective action for safety related issue. DDOT's Public Information Division monitors social media for comments, questions, and complaints and works with the appropriate divisions and teams for response and/or action, as necessary. DDOT responds to residents in the medium in which they approached the agency.

Public Meetings – DDOT regularly hosts and attends public meetings to gather input and public opinion as well as share information with the public regarding projects and services provided by the agency. The public health emergency caused by COVID-19 altered normal operating posture, causing DDOT to rely on ANC meetings to disseminate critical project updates to the community. In late 2020, DDOT began hosting virtual public meetings for major projects, ensuring that they were accessible for all residents to participate.

DDOT has continued its practice of allowing the public extended opportunities to weigh in on projects or proposed changes through online surveys. As a result of the feedback received, DDOT has improved proposed plans to address the concerns and needs of the District's varied constituencies.

Community Engagement Team - Community engagement is a core tenet of DDOT's external affairs strategy. DDOT's Community Engagement Division is made up of nine program analysts who have the pulse of the community's concerns related to the District's transportation network. The team is a critical resource to all DDOT teams whose work impacts the public. Their insight and feedback, based on their knowledge of the communities they serve, is critical to helping intra-agency teams develop thoughtful strategies for program and initiative rollouts.

Notice of Intent (NOI) - DDOT is required to give a written Notice of Intent (NOI) to modify traffic and/or parking requirements. The agency provides a publicly available NOI to notify ANCs and residents, as well as to solicit comments on the proposed modifications. Residents may provide comments to DDOT regarding the modifications proposed in an NOI no later than 30 days after the date of the NOI's publication. A listing of DDOT's recently published NOIs can be found at <https://wiki.ddot.dc.gov/display/NOI/Notice+of+Intent>

Public Space Meetings - The Public Space Committee meets monthly to review and render decisions on permit applications for the use and occupancy of the public right of way. In 2020, the Public Space Committee Meetings were moved to a virtual setting. These permits include sidewalk cafes, over-height retaining walls, over-height fences, and security bollards. The public is encouraged to participate and provide feedback as it is considered. A complete list of the meeting dates can be found here www.pschearing.dc.gov.

Press Releases and Media Relations – The public is informed of projects or initiatives that affect the community through press releases that are distributed to the media, the ANCs, other government leadership, stakeholders, and the community.

Specific Project Emails - DDOT creates new email addresses tied to various projects so staff can accept comments from the public. Residents can submit feedback, which is considered and included in project briefing packets and updates.

Ask the Director on the DDOT Website - DDOT's website features an Ask the Director tab, where residents can send in questions, complaints, and comments that are addressed in a timely fashion. We are also in the process of a comprehensive website update to capture broken links and missing content created from past platform updates. The tab can be found here: <https://dcforms.dc.gov/webform/district-department-transportation-ask-director> as well as at the bottom of the DDOT homepage when viewed from a desktop.

Public Involvement Plan - DDOT published a Public Involvement Plan in FY 2019 to guide the development of project-specific public outreach and standardize processes across different functional units in the department. The plan can be found at <https://ddot.dc.gov/page/public-involvement-plan> and is updated as required by USDOT or as DDOT's outreach portfolio evolves.

15. Please complete the following chart about the residency of **new hires**:

Number of Employees Hired in FY 2021*

<i>Position Type</i>	<i>Total Number</i>	<i>Number who are District Residents</i>
Continuing	102	45 (44.1%)
Term	1	1 (100%)
Temporary	0	0
Contract	0	0

***This includes new hires, agency transfers, and promoted employees.**

Number of Employees Hired in FY 2022+*

<i>Position Type</i>	<i>Total Number</i>	<i>Number who are District Residents</i>
Continuing	70	60 (85%)
Term	4	2 (50%)
Temporary	2	2 (100%)
Contract	0	0

+Note that all numbers are based on employees who were hired as of January 7, 2022.

***This includes new hires, agency transfers, and promoted employees.**

16. Please provide the agency's FY 2021 Performance Accountability Report.

The FY21 Performance Accountability Report (PAR) is available on the Office of the City Administrator's (OCA) website at:
https://oca.dc.gov/sites/default/files/dc/sites/oca/publication/attachments/DDOT_FY21PAR.pdf.

B. BUDGET AND FINANCE

17. Please provide a chart showing your agency's **approved budget and actual spending**, by division, for FY 2021 and FY 2022, to date. In addition, please describe any variance between fiscal year appropriations and actual expenditures.

See Appendix Q17.

18. Please list any **reprogrammings**, in, out, or within, related to FY 2021 or FY 2022 funds. For each reprogramming, please list:
- The reprogramming number;
 - The total amount of the reprogramming and the funding source (i.e., local, federal, SPR);
 - The sending or receiving agency name, if applicable;
 - The original purposes for which the funds were dedicated;
 - The reprogrammed use of funds.

See Appendix Q18a and Appendix Q18b.

19. Please provide a complete accounting for all **intra-District transfers** received by or transferred from the agency during FY 2021 or FY 2022, to date, including:
- Buyer agency and Seller agency;
 - The program and activity codes and names in the sending and receiving agencies' budgets;
 - Funding source (i.e. local, federal, SPR);
 - Description of MOU services;
 - Total MOU amount, including any modifications;
 - The date funds were transferred to the receiving agency.

See Appendix Q19a and Appendix Q19b. Many of the intra-District transfers from FY 2021 will continue in FY 2022 and are currently in process.

20. Please provide a list of all **MOUs** in place during FY 2021 and FY 2022, to date, that are not listed in response to the question above.

See response to Q19. All MOUs are included in **Appendix Q19a** and **Appendix Q19b**.

21. Please identify any **special purpose revenue accounts** maintained by, used by, or available for use by your agency during FY 2021 or FY 2022, to date. For each account, please list the following:
- The revenue source name and code.
 - The source of funding.
 - A description of the program that generates the funds.
 - The amount of funds generated by each source or program in FY 2021 and FY 2022, to date.
 - Expenditures of funds, including the purpose of each expenditure, for FY 2021 and FY 2022, to date.

See Appendix Q21.

22. Please provide a list of all projects for which your agency currently has **capital funds** available. Please include the following:
- A description of each project, including any projects to replace aging infrastructure (e.g., water mains and pipes).
 - The amount of capital funds available for each project.
 - A status report on each project, including a timeframe for completion.
 - Planned remaining spending on the project.

See Appendix Q22.

23. Please provide a complete accounting of all **federal grants** received for FY 2021 and FY 2022, to date, including the amount, the purpose for which the funds were granted, whether those purposes were achieved and, for FY 2021, the amount of any unspent funds that did not carry over.

See Appendix Q23.

24. Please list each contract, procurement, lease, and grant (“**contract**”) awarded, entered into, extended and option years exercised, by your agency during FY 2021 and FY 2022, to date. For each contract, please provide the following information, where applicable:
- The name of the contracting party.
 - The nature of the contract, including the end product or service.
 - The dollar amount of the contract, including budgeted amount and actually spent.
 - The term of the contract.
 - Whether the contract was competitively bid or not.

- The name of the agency's contract monitor and the results of any monitoring activity.
- Funding source;
- Whether the contract is available to the public online

See Appendix Q24.

25. Please provide the details of any **surplus** in the agency's budget for FY 2021, including:

- Total amount of the surplus.
- All projects and/or initiatives that contributed to the surplus.

See Appendix Q25.

C. LAWS, AUDITS, AND STUDIES

26. Please identify any **legislative requirements** that the agency lacks sufficient resources to properly implement.

There are no current legislative requirements that DDOT lacks sufficient resources to implement.

27. Please identify any statutory or regulatory **impediments** to your agency's operations or mission.

There are no statutory or regulatory impediments to DDOT's operations at this time.

28. Please list all **regulations** for which the agency is responsible for oversight or implementation. Where available, please list by chapter and subject heading, including the date of the most recent revision.

See the chart below:

<i>DCMR Title & Chapter</i>	<i>Description</i>	<i>Most Recent Revision</i>
18-12	cycles, Motorized Bicycles, and Miscellaneous Vehicles	August 21, 2015
18-14	Commercial Transportation Safety	November 19, 2010
18-15	DC Circulator	December 10, 2010
18-16	DC Streetcar	November 28, 2014
18-17	Student Transportation	February 27, 2015
18-20	Traffic Regulations: Applicability and Enforcement	March 6, 1998
18-21	Traffic Signs, Signals, Symbols, and Devices	May 2, 2008
18-22	Moving Violations	February 12, 2021
18-23	Pedestrians	July 23, 2021
18-24	Stopping, Standing, Parking, and Other Non-Moving Violations	March 26, 2021
18-25	Size, Weight, Construction, and Loading of Vehicles	November 1, 1991
18-26	Civil Fines for Moving and Non-Moving Infractions	March 26, 2021
18-27	Special Parking Privileges for Persons With Disabilities	August 16, 2019

18-40	Traffic Signs and Restrictions At Specific Locations	April 24, 2020
18-99	Definitions	February 12, 2021
24-1	Occupation and Use of Public Space	July 23, 2021
24-2	Rental of Public Space	February 4, 2011
24-3	Administrative Procedures for Sidewalk Cafes	August 31, 2019
24-5	Vendors and Solicitors (Just Newspaper Stands)	July 30, 1993
24-6	Parking Facilities and Valet Parking	September 4, 2009
24-7	Parades and Public Events	September 24, 2010
24-8	Presidential Inaugurations	May 21, 1982
24-10	Deposits On Public Space	June 30, 1989
24-11	Downtown Streetscape	September 1, 2000
24-12	Sidewalks	December 13, 2013
24-13	Civil Fines Under D.C. Law 6-100	September 3, 2010
24-14	Street and Alley Closing	July 21, 1989
24-16	Valet Parking	September 3, 2010
24-20	Prevention of Hazardous Conditions	January 11, 1991
24-26	Transportation of Ultra-Hazardous Materials	December 9, 2005
24-33	Public Right-of-Way Occupancy Permits	October 30, 2020
24-34	Public Space Management of Excavation Work	February 14, 2020
24-35	Intercity Buses	June 24, 2011
24-37	Special Trees	January 21, 2005
24-41	Publisher Boxes	November 18, 2016

29. Please explain the impact on your agency of any **federal legislation** or **regulations** adopted during FY 2021 that significantly affect agency operations.

There was no federal legislation nor regulations that were adopted during FY 2021 that significantly affected agency operations.

30. Please provide a list of all studies, research papers, and analyses (“**studies**”) the agency requested, prepared, or contracted for during FY 2021. Please state the status and purpose of each study.

See the chart below:

Study	Purpose	Status
Tax Revenue and Telecommuting	The main objective of this research is to investigate the most influential parameters and possible scenarios affecting the District’s Highway Trust Fund (HTF) revenues due to increased telecommuting and changes in commute mode in order to propose a multi-criteria decision-making model for transportation tax revenue generation. The final report will identify trends in HTF funds and make recommendation for possible ways to avoid insolvency.	Study is being done by Morgan State University and the University of Maryland under subcontract to Howard University. Work commenced in August 2021 and the study is expected to be completed in late 2022.
Identifying and Intervening with High-Risk Drivers	Every year there are dozens of recorded driving-related fatalities, thousands of traffic crashes, and hundreds of thousands of driving violations (speeding and dangerous driving) in the District. With 27 traffic fatalities in 2019 and 209 crashes resulting in injuries to date in 2020, we are far from the District’s goals of achieving zero traffic fatalities by 2024. DDOT, the Department of Motor Vehicles (DMV), the Metropolitan Police	DDOT’s Research funds are supporting this effort led by The Lab @ DC. Funds were obligated in late 2021 and the full project is expected to be complete in early 2023.

	Department (MPD), and The Lab @ DC in the Office of the City Administrator (OCA) are working together on this project to identify drivers at high risk of being involved in a serious crash and to test proactive interventions to these high-risk drivers.	
Low-Income Transit Fare Pilot Program Evaluation	To learn whether and to what extent cost is a key barrier to transit equity, DDOT is partnering with The Lab @ DC, WMATA, DOEE, and the World Bank to conduct a randomized evaluation of a fully and partially subsidized Metro transit program. Can a subsidized fare program for low-income residents increase (1) mobility through greater usage of public transit and (2) other measures of social and economic well-being?	DDOT's Research funds are supporting this effort led by The Lab @ DC. Funds were obligated in late 2021 and the full project is expected to be complete in mid-2023.
Pedestrian and Cyclist Intersection Safety Sandbox	<p>The research is intended to implement a sandbox for one or more pilot or demonstration projects that use emerging technology solutions to improve pedestrian and/or cyclist safety in intersections. The sandbox will encompass a single intersection or corridor within the District. Envisioned solutions include:</p> <ul style="list-style-type: none"> • Technology that enhances DDOT's situational awareness of intersection activity to inform safety improvements • Technology that provides auditory or 	This project was contracted out in December 2020 and is expected to be completed in mid 2022. An RFI to identify technologies was put out in May 2021. Selected technology solutions is expected to be deployed

	<p>visual alerts for pedestrians, cyclists, and/or drivers approaching crosswalks based on real-time activity in the intersection</p> <p>The research will fund a consultant to facilitate the program management and evaluation of this sandbox project. The primary tasks for the consultant will be to assist DDOT in finding an appropriate mix of vendors, facilitate pilots and provide incentive funds to help cover vendor pilot costs (using funds from project budget), and evaluate the pilots.</p>	<p>in the first quarter of 2022.</p>
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31. Please list and describe any ongoing **investigations**, audits, or reports on your agency or any employee of your agency, or any investigations, studies, audits, or reports on your agency or any employee of your agency that were completed during FY 2021 or FY 2022, to date.

See Appendix Q31 and Q32.

32. Please identify all **recommendations** identified by the Office of the Inspector General, D.C. Auditor, or other federal or local oversight entities during the previous 3 years. Please provide an update on what actions have been taken to address these recommendations. If the recommendation has not been implemented, please explain why.

See Appendix Q31 and Q32.

33. Please list any **reporting** requirements required by Council legislation and whether the agency has met these requirements.

Please see the response in **Appendix Q33**.

34. Please list all pending **lawsuits** that name the agency as a party, and provide the case name, court where claim was filed, case docket number, and a brief description of the case.

Please see the response in **Appendix Q34**.

35. Please list all **settlements** entered into by the agency or by the District on behalf of the agency in FY 2021 or FY 2022, to date, including any covered by D.C. Code § 2-402(a)(3), and provide the parties' names, the amount of the settlement, and if related to litigation, the case name and a brief description of the case. If unrelated to litigation, please describe the underlying issue or reason for the settlement (e.g. administrative complaint, etc.).

Please see the response in **Appendix Q35a** and **Appendix Q35b**.

36. Please list any **administrative complaints or grievances** that the agency received in FY 2021 and FY 2022, to date, broken down by source. Please describe the process utilized to respond to any complaints and grievances received and any changes to agency policies or procedures that have resulted from complaints or grievances received. For any complaints or grievances that were resolved in FY 2021 or FY 2022, to date, describe the resolution.

Office of Employee Appeals

Employees may appeal certain disciplinary actions or terminations to the Office of Employee Appeals (OEA) within 30 days of that action taking place. In general, employees can allege that DDOT did not follow the proper procedure to enact discipline or terminate their employment.

If parties request mediation or the nature of the appeal is one that can be settled through mediation, the appeal is referred to OEA's Mediation and Conciliation Program. If mediation is unsuccessful or the appeal was not referred to mediation, the appeal is referred to an administrative judge for adjudication.

An administrative judge will hold a pre-hearing conference followed by a hearing where both parties can provide supporting documentation and call witnesses. The administrative judge will issue an initial decision that may be appealed either to the full OEA board or to the DC Superior Court.

An employee appealed their termination for being found unsuitable for their position after allegedly driving while intoxicated and in violation of a court order prohibiting them from driving until further order of the court. An administrative judge found, in part, that DCHR should have applied the prior version of the District Personnel Manual in the suitability assessment of the employee and ordered the Agency to reinstate the employee.

- An employee appealed the termination of employment based on an attendance related offense and making false statements. An administrative judge found that the Agency had met its burden in removing the employee on both charges and upheld the Agency's decision to terminate employee.
- An employee appealed their suspension, which DDOT imposed due to their attendance-related offenses and failure to follow instructions. The matter is being litigated before OEA.
- An employee appealed their suspension, which DDOT imposed due to their failure to follow instructions and conduct prejudicial to the District of Columbia Government. The matter is being litigated before OEA.
- An employee appealed their termination, which DDOT imposed due to three counts of conduct prejudicial to the District of Columbia Government. The matter is being litigated before OEA.

Office of Human Rights

Employees may file a claim with the Office of Human Rights if they believe they have been discriminated against due to membership in a District protected class or trait. DDOT has received six claims of this nature; four are currently pending, one was dismissed, and one was withdrawn.

- A former employee filed a claim of discrimination based upon sex, race and retaliation. This matter is currently pending.
- A former employee filed a claim based upon retaliation for utilizing FMLA. This claim is currently pending.

- An employee filed a claim based upon retaliation for utilizing FMLA. This claim is currently pending.
- An employee filed a claim alleging sexual harassment and retaliation. Employee voluntarily dismissed the complaint. This matter is now closed.

U.S. Equal Employment Opportunity Commission

Former or current employees may file a claim with the U.S. Equal Employment Opportunity Commission (EEOC) if they believe they have been discriminated against due to membership in a federally protected class or characteristic to include an individual's: race, children, national origin, religion, sex, age, disability, sexual orientation, gender identity, genetic information, and retaliation for reporting a discriminatory practice.

DDOT did not receive claims of this nature this past year.

Office of Administrative Hearings

DDOT serves Notices of Violation for public space violations and Notices of Infraction for Urban Forestry violations. These citations are adjudicated before the Office of Administrative Hearings (OAH)

During 2021, DDOT issued over five hundred (500) Notices of Infraction or Notices of Violation. Most of these cases involve either violations of the District's "Heritage" or "Special" tree laws or public space-related violations. Seventy (70) of these matters are being litigated before OAH.

- A District property owner has appealed a DCRA construction permit for which DDOT provided a secondary review. DCRA, the Office of Planning and DDOT have been named as Respondents. The matter is being litigated before OAH.
- A public utility company is seeking reconsideration of a default order against it stemming from a public space violation. The matter is being litigated before OAH.
- A second public utility company is seeking reconsideration of a default order against it stemming from a public space violation. The matter is being litigated before OAH.

Public Employee Relations Board

The Public Employee Relations Board (PERB) responds to and adjudicates unfair labor practice complaints that are filed in accordance with PERB Rules.

The Office of Labor Relations and Collective Bargaining on behalf of DDOT and four other Agencies litigated one unfair labor practice complaint through PERB this past reporting period. AFGE Local 1975 claimed that “the five Agencies refused to bargain with AFGE Local 1975, or refused to bargain in good faith, over nineteen (19) of the Union’s health and safety proposals during impacts and effects bargaining over Mayor’s Order 2021-099 and DCHR Issuance No. I-2021-28 (‘Vaccine Requirement[s]’). PERB **Dismissed** the Complaint.

D. EQUITY

37. How does the agency assess whether programs and services are equitably accessible to all District residents?

- What were the results of any such assessments in FY 2021?
- What changes did the agency make in FY 2021 and FY 2022, to date, or does the agency plan to make in FY 2022 and beyond, to address identified inequities in access to programs and services?
- Does the agency have the resources needed to undertake these assessments? What would be needed for the agency to more effectively identify and address inequities in access to agency programs and services

DDOT defines transportation equity as the shared and just distribution of benefits and burdens when planning for and investing in transportation infrastructure and services. Transportation decisions are made in collaboration and in participation with the community DDOT serves to establish a system that is safe, accessible, affordable, reliable, and sustainable. In order to overcome existing disparities and achieve transportation equity, focused attention is given to historically under-resourced communities that include, but are not limited to the following:

- People of color
- People with low income
- People living with disabilities
- LGBTQ+ people
- Individuals who identify as female
- Youth
- Older adults
- Residents at risk of displacement
- People experiencing homelessness or housing insecurity
- Immigrant and refugee communities
- People with limited English proficiency and literacy

In Fiscal Year 2021, the agency implemented an internal Equity Assessment Tool. The tool was used during the agency's Fiscal Year 2023 budget formulation process to prioritize and score projects that promote transportation equity within the District.

The Equity Assessment Tool assisted staff with evaluating projects based on proximity to frequent transit, access to jobs and destinations, safety risks, community engagement strategy, and environmental impact.

What were the results of any such assessments in FY 2021?

The agency required that all budget requests submitted for FY 23 have an

accompanying equity score. The Equity Assessment Tool scores ranged from 0–33. Generally, a higher score indicates that a project would lead to more equitable transportation outcomes in historically under-resourced communities and a more equitable transportation system overall. However, a lower score does not necessarily mean that a project would not improve transportation equity, because there are other ways to improve equity beyond the criteria included in the Equity Assessment Tool.

With all requests combined, 47% of DDOT budget requests received a high (above 21) equity assessment score.

What changes did the agency make in FY 2020 and FY 2021, to date, or does the agency plan to make in FY 2021 and beyond, to address identified inequities in access to programs and services?

The first iteration of the Equity Assessment Tool is currently in the implementation phase as the agency works with the Mayor in the development of the Fiscal Year 2023 budget.

Does the agency have the resources needed to undertake these assessments? What would be needed for the agency to more effectively identify and address inequities in access to agency programs and services?

DDOT currently has staff and funding in place to support the development of equity assessments. In Fiscal Year 2021, DDOT hired a new Equity and Accessibility Program Analyst. The Program Analyst will refine and train staff on the Equity Assessment Tool and serve as a resource to staff as they consider equity within new and existing programs and policies. As more equity assessments are developed, DDOT will reassess to determine if additional resources are necessary.

Since the implementation of the Equity Assessment tool, the Mayor's Office of Racial Equity has developed additional resources that may be applicable to the tool or other areas to support the agency in prioritizing equity.

38. Does the agency have a racial or social equity statement or policy? Please share that document or policy statement with the Committee.
- How was the policy formulated?
 - How is the policy used to inform agency decision-making?
 - Does the agency have a division or dedicated staff that administer and enforce this policy?

- Does the agency assess its compliance with this policy? If so, how, and what were the results of the most recent assessment?

Yes, DDOT's Equity Statement is as follows:

DDOT recognizes that there are inequities in transportation policy, planning, and project delivery in Washington, DC. Deep-rooted structural injustices and inequities have contributed to the disparate access to safe, affordable, and efficient transportation that provides access to economic opportunities, housing, and services for communities across the District. DDOT also acknowledges that these inequities have disproportionately and negatively impacted environmental and health outcomes in our underserved communities.

Through our organizational framework, DDOT is committed to elevating and advancing transportation equity by evaluating our policies, planning, community engagement, and project delivery to ensure public investments in transportation justly benefit all residents, visitors, and commuters. Additionally, DDOT values how diversity within our Department helps shape the work we produce. To that end, DDOT will continue to recruit, hire, and retain a workforce that reflects the diversity of the District at all levels of the organization.

DDOT recognizes its shared responsibility to acknowledge and prevent transportation inequities while explicitly upholding anti-racist and anti-discriminatory practices. In honoring this commitment, we will continue to listen, learn, and strive toward equity, inclusion, and access in response to the needs of communities across the District.

How was the policy formulated?

The policy was formulated by members of DDOT's Executive Leadership, moveDC team, and DDOT's Equity and Inclusion Division/Office of Civil Rights.

How is the policy used to inform agency decision-making?

DDOT conducts an internal review of potential projects as a part of its resource development process. (Please see response to Question 37).

DDOT's long-range transportation plan moveDC also incorporated the equity statement to ensure equity is central to DDOT's work.

Does the agency have a division or dedicated staff that administer and enforce this policy?

Although DDOT does have an Equity and Inclusion/Office of Civil Rights Division, the policy applies to all aspects of the agency. Promoting equity cannot rest with one division or a small number of employees.

Does the agency assess its compliance with this policy? If so, how, and what were the results of the most recent assessment?

The internal Equity Assessment Tool measures compliance with the equity statement (See response to Question 37).

39. Does the agency have an internal equal employment opportunity statement or policy? Please share that document or policy statement with the Committee.

- How was the policy formulated?
- How is the statement or policy used to inform agency decision-making?
- Does the agency have a division or dedicated staff that administer and enforce this policy?
- Does the agency assess its compliance with this policy? If so, how, and what were the results of the most recent assessment?

DDOT's EEO Policy Statement can be found [here](#). In addition to its EEO Policy Statement, the agency has adopted an Equity Statement, which can be found [here](#).

How was the policy formulated?

DDOT is a recipient of federal and local funds. As a recipient of federal funds, we are mandated, under 23 CFR 230C, with maintaining a State Internal Equal Employment Opportunity (SIEEO) Program. Specifically, under Section 230.307, we adopted the policy to perform all official equal employment opportunity actions in an affirmative manner, and in full accord with applicable statutes, executive orders, regulations, and policies enunciated thereunder, to assure the equality of employment opportunity, without regard to race, color, religion, sex, or national origin both in its own workforce and in the workforces of contractors, subcontractors, and material suppliers engaged in the performance of Federal-aid highway construction contracts. Similarly, as an employer in the District of Columbia, we also adopted the requirements of the DC Human Rights Act, as amended, and other locally mandated non-discrimination laws, regulations, and Mayoral Orders.

How is the statement or policy used to inform agency decision-making?

From 2015–2020, DDOT followed its approved Federal Highway Administration (FHWA) State Internal Equal Employment Opportunity (SIEEO) Program Plan. See the Five (5) Year SIEEO Plan [here](#). As indicated in Section 6 – Specific Programs to Eliminate Discriminatory Barriers, DDOT initiated various activities and programming to address barriers to equal employment opportunity, diversity, and inclusion across the various stages of the employee lifeline.

Does the agency have a division or dedicated staff that administer and enforce this policy?

DDOT has an established EEO, Diversity, and Inclusion Program within the Equity and Inclusion Division (EID). Specifically, the purpose of the EEO, Diversity, and Inclusion Program is to maintain DDOT's compliance with the following federal and local mandates:

Federal

- Title VII of Civil Rights Act of 1964
- The Age Discrimination Employment Act of 1967 (ADEA)
- The Equal Pay Act (EPA)
- The Americans with Disabilities Act (ADA)
- The Genetic Information Nondiscrimination Act of 2008 (GINA)
- U.S. DOT Regulations – State Transportation Internal EEO and Affirmative Action Program – 23 CFR § 230.305 (a)(1)

Local

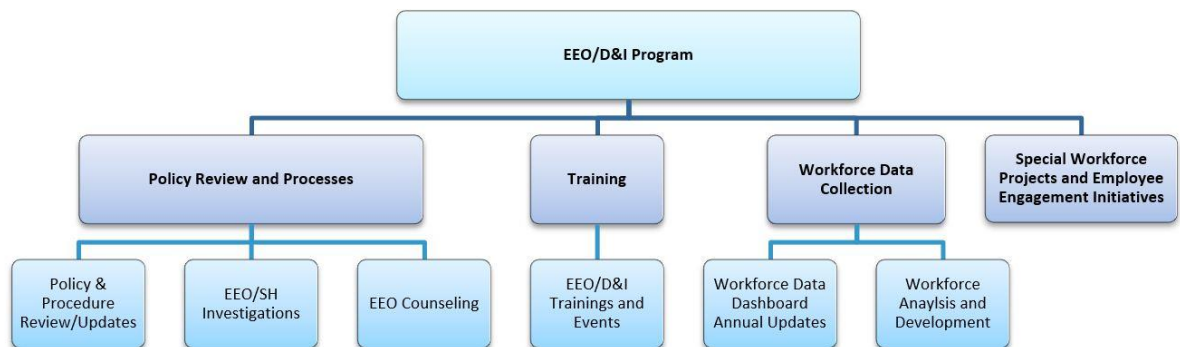
- DC Human Rights Act of 1977, as amended, and its Regulations at 4 DCMR § 104.1 (c), § 105.2 – 105.11, and § 105.12. These sections outline the responsibilities of the following designations: EEO Counselor, EEO Officer, and Sexual Harassment Officer.
- Mayor's Order 2017-313 – District's Sexual Harassment Policy and Procedures, and Guidance. This order outlines the responsibilities of the Sexual Harassment Officer.
- DC Family Medical Leave Act (DCFMLA)
- DC Parental Leave Act
- DC Protecting Pregnant Workers Fairness Act (PPWFA)
- Unemployed Anti-Discrimination Act of 2012 (UADA)
- Fair Credit in Employment Amendment Act of 2016
- Fair Criminal Record Screening Amendment Act of 2014 (FCRSA)
- Employment Protections for Victims of Domestic Violence, Sexual Offenses, and Stalking Amendment Act of 2018

The EEO, Diversity, and Inclusion Program is managed by the agency's EEO Program Manager, who reports to the Chief Transportation Equity and Inclusion Officer. The EEO Program Manager is the agency's designated EEO Officer, Affirmative Action Officer, and Sexual Harassment Officer (SHO).

Responsibilities under these designations include:

- Investigating complaints of discrimination (including sexual harassment) on behalf of the agency;
- Providing managers and staff with EEO and Diversity and Inclusion trainings;
- Managing and overseeing the agency's diversity and inclusion initiatives;
- Advising the agency head and supervisors on EEO matters, including the review of personnel actions, employment practices, and workforce conditions that constitute barriers to EEO;
- Advising and assisting in the development and coordination of career development and upward mobility programs;
- Serving as the agency's liaison with the community and advocacy organizations in matters related to recruitment, affirmative action, and equal employment;
- Serving as the Chairperson of an agency EEO, D&I, and/or employee-based committee;
- Developing, coordinating, and/or monitoring various relevant policies, processes and/or procedures; and
- Setting up monitoring systems/processes that measure the effectiveness of the overall program and alignment to the agency's long-term strategic goals around EEO, and D&I.

Does the agency assess its compliance with this policy? If so, how, and what were the results of the most recent assessment?



The above figure illustrates the flow of program areas that have been established to monitor the agency's compliance, as outlined below:

Policy Review and Processes

DDOT is committed to promoting a work environment free of discrimination and harassment. The agency's policies and procedures are reviewed and updated to comply with federal and local laws, regulations, and guidance. The review process also includes ensuring that prohibited behavior is clearly explained and that procedures are enforced in uniformity across the agency.

In accordance with the agency's EEO/Non-Harassment policy, current, former, or prospective DDOT employees who believe they have been subjected to discrimination and/or sexual harassment may file a complaint with the EEO Program Manager, as the designated EEO Officer/SHO. The EEO Program Manager has the responsibility to investigate all reporting/complaints of discrimination and sexual harassment. Similarly, the EEO Program Manager ensures that neutrality is maintained throughout the investigation process and debriefs with the need-to-know manager(s) regarding the investigation findings and recommendations. The Notice of Findings are issued by the Chief Transportation Equity and Inclusion Officer.

Lastly, DDOT is committed to participating in the District's EEO Counseling Program, which provides District agencies the opportunity to informally address and possibly resolve complaints of discrimination, including sexual harassment. DDOT's participation in the EEO Counseling Program can take two (2) forms depending on whether the complaints are made by DDOT employees or external DC government employees.

DDOT Employees

The Program Manager's role at DDOT presents a conflict in conducting EEO Counseling for DDOT employees who want to file a formal complaint with the DC Office of Human Rights. Therefore, DDOT employees are referred out to Certified EEO Counselors at other DC Government agencies. Upon receipt of the complaint filed by the DDOT employee through the external EEO Counselor, the Program Manager will conduct fact-finding interviews and request relevant documents, engage the EEO Counselor in resolutions efforts, and produce a response to the allegations and resolution demands on behalf of the agency. The external EEO Counselor issues the Program Manager a copy of the Exit Letter.

External DC Government Employees

District Government employees have the option to go to any Certified EEO Counselor, even if they are located at another agency. Upon receipt of an external employee's complaint, the Program Manager engages the employee's agency in attempt to resolve the matter within 30–60 days.

Regardless of the outcome, the employee is issued an Exit Letter to file a formal complaint with the DC Office of Human Rights.

Trainings

The implementation of DDOT's EEO/Non-Harassment policy and procedures is supported by the offering of routine trainings to its staff and managers to ensure their understanding of the agency's policies and procedures. In a good faith effort, the agency also provides diversity and inclusion programing and trainings to support inclusion and solutions that do not adversely affect or marginalize any part of the workforce. The EEO/D&I Program partners with the agency's Training and Development Office to provide these trainings and events.

Workforce Data Collection

The agency is committed to systemically collecting workforce information, including complaint data, to understand its workforce. The data includes demographic makeup (including race, sex, and age), employment characteristics (including salary, tenure, and appointment type), new hires, separations, training, promotions, and disciplinary actions. The EEO/D&I Program partners with DDOT's Administrative Services Division, Legal, and Performance team to annually update its Workforce Analysis Dashboard.

The program manager analyzes the workforce data and provides recommendations for and implementation of DDOT's leadership for improvements in the following areas:

- Recruitment Strategy and Hiring Practices
- Career Progression/Training and Development Opportunities
- Retention Opportunities
- Leveraging Diverse and Inclusive Perspectives

Special Workforce Projects and Employee Engagement Initiatives

The program manager is called to advise/collaborate on a broad range of workforce projects and initiatives led by other agency divisions. Examples of this would be the following:

- Agency-wide employee survey;
- Employee engagement initiatives;
- Lactation, Wellness, and Prayer Room policies and procedures; and/or
- Training/events focusing on workforce equity and inclusion.

E. PUBLIC HEALTH EMERGENCY

40. Please give an overview of any initiatives the agency initiated in FY 2021 and FY 2022, to date, in response to the pandemic.

DDOT did not initiate any new projects or programs in FY21 or FY22, to date, due to the COVID-19 pandemic, with one exception. DDOT's Transit Delivery Division supported the Mayor's initiative to encourage residents to vaccinate against COVID-19 by managing the gift card distribution for that program.

During the public health emergency caused by COVID-19, DDOT advanced the following initiatives, continuing to support both the streatory program and virtual meetings:

- Streatory program: allows restaurants to create outdoor seating or expand outdoor seating. Restaurants can use expanded sidewalk space, alleys, parking lanes, and travel lanes for table seating.
- Virtual Public Meeting Protocol: provides a guide to attending virtual public meetings hosted by the District Department of Transportation (DDOT) using the Microsoft Teams application.

41. How were agency operations been affected by COVID-19 in FY 2021?

In FY 2021, DDOT returned to full in-person services, a process led by our Agency Return to Work Team (ART). ART ensured the safe and orderly return of all non-field DDOT staff to in-person operations. This required a coordinated effort to ensure proper coordination, communication and the implementation of prevention and safety protocols, sanitation, social distancing, and the provisioning of PPE in alignment with the Mayor and City Administrator's orders in FY 2021. Through diligent planning, DDOT experienced a seamless return to in-person operations, with the Management Supervisory Service returning to in-person operations June 7, 2021, and all DDOT staff returning July 12, 2021.

DDOT also provided city-wide support for the Mayor's Vaccination Incentive Program, using its staffing model for the Kids Ride Free Program as an implementation partner for the \$51 gift card incentive.

DDOT has actively managed its field operations and shift work to maintain the highest level of safety in order to reduce the spread of COVID-19, including staggered shift arrival times and remote shift check-in for field staff to reduce congregating during operations check-in and

check-out activities. DDOT has continued to maintain a posture of safety and compliance with the Mayor's Public Health Emergency orders.

42. What percentage of DDOT's total employees currently work remotely?

DDOT is no longer in a full-remote posture for our non-field staff. All staff are required to report to their physical work location at least three (3) days each week, and where operational needs permit, DDOT provides for up to two (2) days of routine telework each week.

43. Please provide a copy of the agency's Continuing Operations Plan and any remote working protocol (if applicable).

*See **Appendix Q43** for departmental order on DDOT's telework policy and procedures. Please refer any questions concerning Continuity of Operations Plans to the Office of the City Administrator.*

44. What agency programs and services have been impacted by revenue loss during the FY 2021 and FY 2022, to date, if any?

DDOT has received sufficient funding to successfully operate its programs and services in FY 2022. *See **Appendices Q44 and Q46**.*

45. How has the agency ensured that all staff have access to appropriate equipment and internet connection, so as to work from home? What happens if a worker did not have the right tech or a stable connection?

DDOT continued to expand on its ability to work remotely during FY21, beyond COVID-related concerns. DDOT has always had a remote focus because we work from the field daily to address service requests, projects constriction, and other work management needs. DDOT's applications are primarily web based, so DDOT staff only need to leverage an internet connection. DDOT staff have increased their skills with technology and deepened the integration of MS Teams, so access issues are very limited. During FY21, DDOT returned to a two days home and three days in the office work schedule, which strengthened its ability to connect to systems or maintain internet access if issues arose.

46. How much federal stimulus relief was directed to the agency during FY 2021 and FY 2022, to date, and for what purposes was it used? Is the agency anticipating any funding from the most recent infrastructure bill, and how will that be factored into the upcoming budget submission or supplemental?

New Infrastructure Bill:

The Bipartisan Infrastructure Law (BIL) is the new transportation authorization bill and was passed in November 2021 providing a total of \$550 billion in funding investment across FY 2022 through FY 2026. The United States Department of Transportation (USDOT) has shared that the District of Columbia—through DDOT—should expect to receive approximately \$1.3 billion over five (5) years in our federal formula dollars for highways and bridges. This investment will ensure the state of good repair for our pavement and bridges. In addition to increased federal formula funding, the BIL also brings new competitive grant opportunities. The Safe Streets for All will offer an opportunity for DDOT to pursue new resources to enhance Mayor Bowser’s commitment to Vision Zero. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and the Federal Transit Low and No Emission Bus grant programs are expanded through this bill, and DDOT will look for continued success in winning those competitive dollars as it did for the Benning Road and Bridge Transportation Improvement Project and in for the conversion of the Circulator buses to electric.

These programs are exciting and bring much needed resources to the District’s multi-modal transportation network. DDOT maintains an oversubscribed federal program as described in its FY 2021 Statewide Transportation Improvement Program (STIP). That oversubscription allows the department to prepare for this influx in funding more easily. While DDOT staff is waiting for definitive guidance from our federal partners, Federal Highways Administration and Federal Transit Administration, on the additional and new program funding, staff is evaluating the projects and programs included in the STIP to determine what can be implemented more quickly.

See Appendices Q44 and Q46.

47. Was the agency a recipient of any other federal grants stemming related to the public health emergency?

As of January 2022, according to the Public Assistance Grant Summary, DDOT has received \$43,368.91 from FEMA COVID reimbursement. DDOT was also the recipient of \$1.3 million from the CARES Act to support Circulator transit operations in FY20.

48. For any reductions to services, programs, or staffing, please provide the agency's plans to mitigate those in future Fiscal Years.

DDOT was able to achieve budget efficiencies proposed within Mayor Bowser's FY22 budget and approved by Council. These included \$1,551,293 in administrative, office supplies, and energy savings and \$230,000 in savings from converting to multi-space meters and pay by plate technology, an increased vacancy savings of \$132,458 from 15.2% to 15.7%. Additionally, DDOT was able to reduce the local budget by \$200,000 for the capital bikeshare program due to the ability to fund those costs from the special purpose revenue fund as well as reduce its required service hours for MPD streetcar security while still maintaining services during peak hours.

2022 Performance Oversight Questions, Part II
District Department of Transportation

ADDITIONAL ORGANIZATION AND OPERATIONS QUESTIONS

1. Please list any allegation of wrongdoing or workplace misbehavior with respect to ethics violations or fraud reported to the agency in FY 2021 and FY 2022, broken down by source. Please also describe the process utilized to respond to these allegations.

DDOT has not received any allegations of ethics violations or fraud in Fiscal Year 2021 or Fiscal Year 2022, to date.

The process to respond to an allegation of an ethical violation is to forward that claim to the Board of Ethics and Government Accountability (BEGA) to take action. If BEGA issues a notice of violation against a DDOT employee, DDOT would take appropriate disciplinary action against the employee. The process to respond to an allegation of fraud is to forward the allegation to the Office of the Inspector General (OIG) to investigate. DDOT officials will work with OIG inspectors to determine if fraud has occurred. If there is criminal misconduct, OIG will assume the entire investigation. If OIG reports to DDOT that fraud has occurred, DDOT would take appropriate disciplinary action against the employee.

2. What funds have been reprogrammed from the agency in FY 2022?

There have been no reprogramming requests from the Department to date in FY22.

3. How much of the agency's FY 2021 and FY 2022 budgets, in dollar amount and percentage, is federal funding?

- Please break down this federal funding by project type.

See the charts below:

Federal Funding (in thousands)

data from approved FY 2021 and FY 2022 budgets

	Total	Federal Share	
FY 2021			
Operating	\$146,997	\$17,212	11.7%
Capital	\$517,808	\$220,095	42.5%
Federally-funded capital project types			
AW000-South Capitol Street Corridor		\$2,500	
HTF00-11th Street Bridge		\$11,767	
MNT00-Maintenance		\$55,067	
MRR00-Major Rehabilitation, Reconstruction, Replacement		\$61,260	
OSS00-Operations, Safety & System Efficiency		\$37,995	
PM000-Planning, Management & Compliance		\$15,011	
SCG19-South Capitol Street Bridge - GARVEE		\$16,119	
ZU000-Travel Demand Management		\$20,377	
Subtotal federally-funded capital project types		\$220,096	

	Total	Federal Share	
FY 2022			
Operating	\$170,095	\$18,424	10.8%
Capital	\$652,436	\$244,245	37.4%
Federally-funded capital project types			
AW000-South Capitol Street Corridor		\$1,386	
HTF00-11th Street Bridge		\$11,765	
MNT00-Maintenance		\$54,529	
MRR00-Major Rehabilitation, Reconstruction, Replacement		\$67,110	
OSS00-Operations, Safety & System Efficiency		\$44,573	
PM000-Planning, Management & Compliance		\$26,688	
SCG19-South Capitol Street Bridge - GARVEE		\$16,125	
ZU000-Travel Demand Management		\$22,069	
Subtotal federally-funded capital project types		\$244,245	

4. What actions has DDOT taken to advance the District's goal of reducing the share of commute trips made by auto to 25%, increasing bike and pedestrian commute share to 25% and increasing transit to 50%, by 2032. What are the main strategies for achieving these goals? Is D.C. on pace to achieve them?

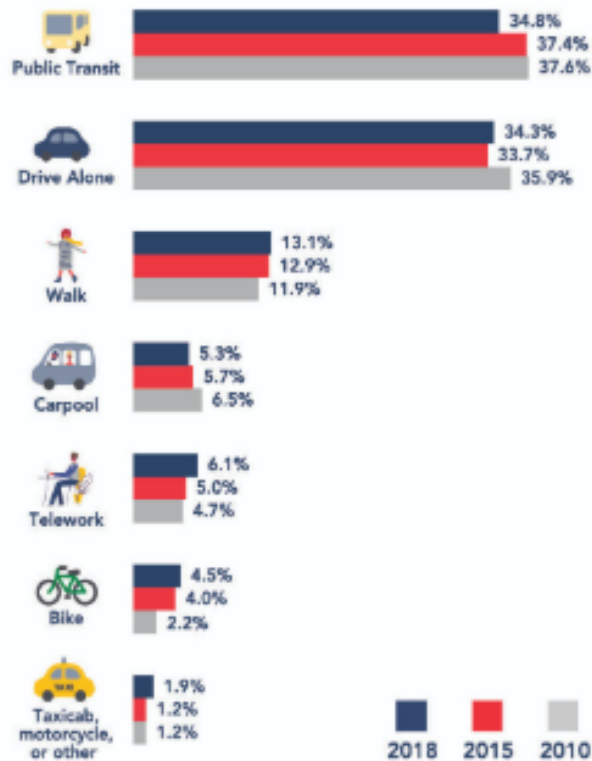
To achieve the goals in moveDC, DDOT has to both encourage users to use other modes and provide the infrastructure to do so. moveDC, DDOT's strategic plan, was updated in 2021. It outlines three policies to achieve this goal:

- Policy J: Integrate and expand the bicycle and pedestrian network to ensure safe, connected, and more equitable infrastructure for all users.
- Policy O: Improve bus speeds and reliability through strategic transit priority treatments.
- Policy Q: Promote partnerships and programs such as travel demand management to achieve 75% on-auto mode commute trips by 2032.

Within these three policies, the main strategies to both encourage mode shift and provide infrastructure are as follows:

- Strategy #21: Install more protected bike lanes—complete 20 miles of protected bicycle lanes by FY22, then install at least five miles annually
- Strategy #22: Build more trails in the Capital Trails Network
- Strategy #23: Add more bikeshare stations and implement programs to increase their use
- Strategy #32: Create more dedicated bus lanes—implement a total of 25 lane-miles by FY25
- Strategy #36: Foster community partnerships to increase programs that encourage sustainable transportation options.
- Strategy #37: Increase awareness of the District’s required commuter benefits among employers.

Strategy #32 and #36 are in alignment with two existing programs at DDOT: the Bus Priority Program (<https://ddot.dc.gov/page/bus-priority-plan-and-resources>) and goDCgo (<https://godcgo.com/>.)



The above graphic is included in chapter 2 of moveDC. It shows that driving alone has increased from 2015 to 2018 but remains below the 2010 levels, and the 2019 ACS 1-year data estimates (<https://data.census.gov/cedsci/table?q=DP03&g=0400000US11>) show a decline from 2018 at 33%, which is below the 2015 levels. Also, other modes account for 64% of commuting in 2018. This is an encouraging trend, and DDOT will work to improve and continue offering safe, reliable alternatives to single occupancy vehicles to get around the District.

5. What actions, projects or studies has DDOT undertaken in FY 2021 to advance the adoption of electric vehicles among D.C. residents, workers and visitors?

In FY21, DDOT made meaningful advances toward implementing the Electric Vehicle Public Infrastructure Expansion Act of 2017 and replacing the two chargers at Canal Park and one at the Reeves Center. DDOT is actively procuring three chargers at these locations and expects installation to happen within the first half of the 2022 calendar year. DDOT expects to own and maintain these chargers throughout their lifespan—7 to 10 years—and plans to incorporate these locations into the future curbside EV charging program.

The agency has finalized a regulatory framework for the permitting of curbside EV charging stations and has begun coordinating with Pepco to establish a workflow for vetting and approving charging applications. This workflow must consider DDOT's curbside management priorities, Pepco's transportation electrification strategies, and the existing grid's capacity. The challenge is to create a permitting process that carefully advances an application in a way that avoids a situation where an applicant, DDOT, or Pepco makes significant investments in a potential charging station only to later discover that it cannot be approved for reasons related to infrastructural capacity or curbside management policy.

More information on the chargers and the program is available in DDOT's report on EV Charging in the District, which will be released in calendar year 2022.

6. Has DDOT assessed the allocation of its road space for different uses – such as travel lanes, parking lanes, bike lanes, bus lanes and sidewalks, and whether current allocations are consistent with District priorities such as shifting commute mode share, improving safety and improving equity?

DDOT has data on space allocation for every street segment in the District, but this sort of broad-scale analysis of all existing roadways/assts is not a routine activity. However, DDOT does perform this analysis on a case-by case basis as existing assets get repaired or updated. When roads are under consideration for an update, the space is assessed against DDOT's priorities of shifting mode share, improving safety and equity, and maintaining a state of good repair.

DDOT's Complete Streets policy ensures that the transportation system is designed, operated, and maintained to accommodate safe and convenient access and mobility for all users, including pedestrians, bicyclists, transit riders, motorists, emergency responders, and persons of all ages and abilities. DDOT continues to incorporate the Complete Streets policy into the District's multimodal long-range transportation plan (moveDC) and other DDOT plans, manuals, rules, regulations, and programs, including the construction, reconstruction, and maintenance of all streets.

7. Does DDOT measure the share of total trips (including non-commute trips) by mode? Is there a viable methodology for measuring total modal splits?

Currently, the closest measure we have of total modal split comes from the national and regional household travel surveys. The regional survey was last conducted by MWCOC in 2017–18, and the results were published during 2021. The last national survey was conducted in the

same timeframe. Otherwise, we largely rely on the Census for more regular reporting, but that only tracks commute trips.

The transportation industry has been making headway on seeking to measure total modal split using newer data collection methods. We have started exploring “big” data sources for this and are looking into options for purchasing a reliable, reasonably accurate dataset that meets our needs in future years, if we can find one that we can validate.

8. How have travel patterns in D.C. changed during the Covid-19 pandemic? How have these changes impacted DDOT’s planning goals and processes?

How have travel patterns in D.C. changed during the Covid-19 pandemic?

- Changes in Daily Travel Since March 2020: Two-thirds of respondents to the 2020 Voices of the Region Survey conducted by COG/TPB (<https://visualize2045.org/voices-of-the-region/>) reported that their travel patterns have changed “a lot” since the beginning of the COVID-19 pandemic.
- Roadway Traffic Volumes, Region: Regional traffic volumes, which in April 2020 dipped below 50% of 2019 volumes, had recovered to over 80% of 2019 volumes by July and continued a slow recovery through October 2020 volumes. Average daily volume has stabilized since June 2021, remaining slightly (3.4 to 6.5%) lower than 2019. These numbers were calculated using counts registered by DDOT vehicle detection stations on freeways at four locations on I-295, DC-295, I-395, and I-695.
- Metrorail and Metrobus Ridership: Ridership decreased due to both reduced demand and reduced transit capacity. Ridership overall has recovered during 2021 but is only expected to be about half of ridership in the pre-pandemic period. Bus ridership has remained stronger and recovered more (60% of pre-pandemic) than rail ridership (30% of pre-pandemic) on weekdays, reflecting the greater reliance of essential workers on bus service and the heavy role of 9 to 5 commuters and visitors in rail ridership.
- Anticipated Post-Pandemic Teleworking (TW): Employer responses to the Commuter Connections Employer Teleworking Survey ([https://www.mwcog.org/assets/1/28/09162020 - Item 11 - Presentation - 2020 Commuter Connections Employer Telework Survey.pdf](https://www.mwcog.org/assets/1/28/09162020_-_Item_11_-_Presentation_-_2020_Commuter_Connections_Employer_Telework_Survey.pdf)) conducted in September 2020 were broken down by the following: Continue TW at pandemic level (20%); Continue TW, more employees/hours than pre-pandemic (37%); Continue TW, pre-pandemic level (12%); Continue TW, fewer employees/hours than pre-pandemic level (23%); and Not likely to continue TW (8%).

- Preference of Current Telecommuters: If given the choice to return to work once the pandemic is over, respondents to the Voices of the Region survey would prefer the following options: Return to work location (9%); TW full time (26%); and TW some days and commute to work some days (65%).
- Telecommuting Frequency: Respondents to the Voices of the Region survey indicated teleworking at least one day a week with the following breakdown: Pre-pandemic (16%); during the pandemic (60%); and plans for after the pandemic (33%).
- Traffic speeds: Speeds increased in 2021 compared to 2019, reaching an average of 5.5 to 7.6% higher since June. These numbers are calculated using INRIX data on all NHS Routes.

How have these changes impacted DDOT's planning goals and processes?

DDOT has increased its focus on equity and created an equity statement and definition that helped shape the inclusion of a transportation needs map in our long-range strategic plan, moveDC.

DDOT also focused its attention on some initiatives to help keep residents safe and healthy as well as supporting the local business economy.

- DDOT implemented three car free lanes in high-traffic corridors to support improved bus efficiency and improved space for bicyclists.
- Streeteries were permitted to expand outdoor seating areas and provide physical distance for patrons to local restaurants.
- A sidewalk extension plan supported social distancing for pedestrians near shopping areas.
- Temporary permits for restaurants pick-up and drop-off zones were issued.

DDOT is proud of its quick-response efforts to support residents and businesses.

9. What are the main causes of the recent increase in traffic fatalities in the District? What are the primary strategies for reversing this trend?

While overall reported traffic crashes and injuries went down dramatically in 2020 and 2021, fatalities were up overall. The recent increase in traffic fatalities appears to stem from an overall increase in severity of crashes across the District, likely due to reduced congestion resulting in higher speeds for drivers.

Here is the breakdown of fatalities by mode:

- For those in motor vehicles (drivers and passengers) and motorcycles:

- o Deaths among **passengers and drivers in motor vehicles** went up by over 50 percent during the first two years of the COVID-19 pandemic, from 10 per year (2017–19) to 15 per year (2020–21).
- o Deaths among **motorcyclists** also went up. The annual average went from five motorcyclist/moped rider deaths in the three years pre-pandemic to an annual average of eight in 2020–21.
- For pedestrians and cyclists:
 - o For **pedestrians**, deaths were slightly lower than pre-pandemic averages in 2020 (10 pedestrian deaths) and then notably higher in 2021 (17 pedestrian deaths). (The average annual number of pedestrians deaths in 2017-19 was 12.)
 - o For **bicyclists**, the numbers were the same as pre-pandemic averages – two cyclist deaths per year in 2017-19 and 2020-21.

Again, fatalities were up overall, in the context of dramatically fewer crashes. This increase in the most severe crashes likely reflects higher speeds on average, made possible by reduced traffic congestion during the COVID-19 pandemic.

- Many of these motorist and motorcyclist fatalities were due to extremely high speeds on District roadways, and two motorist fatalities during the COVID-19 pandemic occurred during high-speed police chases involving Prince George’s County police.
- Similar to motorists, the severity and likelihood of dying from a motor vehicle crash for people outside a vehicle are known to increase exponentially with speed at the time of impact. In the wake of significant changes in the proportion of the population working from home, as well as school closures changing peak travel patterns, it is likely that the increase in average travel speed under free-flow conditions explains the increased severity of reported crashes between drivers and people walking and cycling during the COVID-19 pandemic.

In order to manage speeds more effectively and reduce the likelihood of fatal crashes, during FY21 DDOT has:

- dramatically increased the number of speed humps installed on local streets;
- increased the footprint of the automated traffic enforcement on arterials; and
- coordinated with MPD to ensure that enforcement is targeting areas near schools and at high-crash intersections within each Police District.

In more general terms, DDOT has prioritized speed management on several upcoming capital projects, which will include road diets and other measures that will generally reduce speeds on our arterials, where 66 percent of injuries and fatalities occur.

PROGRAM-SPECIFIC QUESTIONS

Infrastructure and Maintenance

10. What is the state of federal roads in the District? Please provide:
- The number of miles of federal roads in the District.
 - The percentage of federal roads assessed as Excellent, Good, Fair, and Poor.
 - The agency's goals for federal roads assessed as Excellent, Good, Fair, and Poor in FY 2022.
 - The amount of funding spent (broken out by local, federal, and special purpose dollars) on resurfacing/improving federal roads in FY 2021.
 - Miles of federal roads resurfaced/improved in FY 2021.
 - An assessment of whether the amount of funding dedicated to federal roads in FY 2021 was sufficient to meet agency goals.

The number of miles of federal roads in the District.

469.965, of which 444.522 miles are DDOT maintained, according to the GIS Block Roadway Characteristic File.

The percentage of federal roads assessed as Excellent, Good, Fair, and Poor.

See the chart below:

Excellent	36.00%
Good	21.28%
Fair	26.01%
Poor	16.70%

The agency's goals for federal roads assessed as Excellent, Good, Fair, and Poor in FY 2022.

DDOT is expanding on the work process that was created in early FY 2018 to develop the FY 2022 paving plan. DDOT will create a list of locations following a data informed decision model and process. DDOT

will use data from the asset's condition rating, outstanding 311 service requests, age of service requests, and other pertinent data to prioritize locations throughout the District in addition to conducting a final engineering assessment. The results of the process aid in the selection of locations that will generate the PaveDC dashboard. DDOT has a goal to eliminate all poorly rated roadways by 2025.

The amount of funding spent (broken out by local, federal, and special purpose dollars) on resurfacing/improving federal roads in FY 2021. DDOT spent \$34.9 million on improving roads eligible for federal funding in FY 2021.

See the chart below:

FY 2021 Performance Oversight Hearing
Expenditures on Core Assets -- Roads
data as of Jan. 7, 2022

Project No.	Project Name	Funding Source	FY 2021 Expenditures
MNT19A	FY15 FEDERAL AID PAVEMENT RESTORATION NH	Federal	\$12,589,164
MNT54A	PAVEMENT RESTORATION - STP	Federal	\$9,523,524
MNT67A	PAVEMENT RESTORATION - NHPP STREETS	Federal	\$12,744,667
Total			\$34,857,355

Miles of federal roads resurfaced/improved in FY 2021.

Nineteen miles, as found on the PaveDC website

(<https://dcgis.maps.arcgis.com/apps/MapSeries/index.html?appid=76784c82ddcb4fb798769138f27c0ed3>) were resurfaced/improved in FY 2021.

An assessment of whether the amount of funding dedicated to federal roads in FY 2021 was sufficient to meet agency goals.

The amount of funding allocated to the paving program in FY 2021 allowed DDOT to accomplish the proposed federal paving plan.

11. What is the state of local streets in the District? Please provide:

- The number of miles of local streets in the District.
- The percentage of local streets assessed as Excellent, Good, Fair, and Poor.
- The agency's goals for local streets assessed as Excellent, Good, Fair, and Poor in FY 2022.
- The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving local streets in FY 2021.
- Miles of local streets resurfaced/improved in FY 2021.
- An assessment of whether the amount of funding dedicated to local streets in FY 2021 was sufficient to meet agency goals.

*Note: DDOT's paving plan follows the calendar year, not the fiscal year. Mileage figures below reflect this, but financial figures are for the fiscal year.

The number of miles of local streets in the District.

According to the GIS Block Roadway Characteristic File, there are 702.29 miles in the District, of which 590.87 miles are maintained by DDOT.

The percentage of local streets assessed as Excellent, Good, Fair, and Poor.

See the chart below:

Excellent	55.09%
Good	14.76%
Fair	15.83%
Poor	14.32%

The agency's goals for local streets assessed as Excellent, Good, Fair, and Poor in FY 2021.

DDOT is expanding on the work process that was created in early FY 2018 to develop the FY 2022 paving plan. DDOT will create a list of locations following a data informed decision model and process. DDOT will use data from the asset's condition rating, outstanding 311 service requests, age of service requests, and other pertinent data to prioritize locations throughout the District in addition to conducting a final engineering assessment. The results of the process aid in the selection of locations that will generate the PaveDC dashboard.

The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving local streets in FY 2021.

DDOT spent \$61.6 million on local street resurfacing and roadway improvements in FY 2021.

See the chart below:

FY 2021 Performance Oversight Hearing

Expenditures on Core Assets -- Roads

data as of Jan. 7, 2022

Project No.	Project Name	Funding Source	FY 2021 Expenditures
SR301C-SR308C	LOCAL STREETS WARDS 1-8	Local	\$61,597,279

Miles of local streets resurfaced/improved in FY 2021.

According to the PaveDC website, 69 miles of local streets were resurfaced/improved in FY 2021.

An assessment of whether the amount of funding dedicated to local streets in FY 2021 was sufficient to meet agency goals.

The amount of funding allocated to the paving program in FY 2021 allowed DDOT to accomplish the proposed paving plan for our local routes.

12. What is the state of alleys in the District? Please provide:

- The number of miles of alleys in the District.
- The percentage of alleys assessed as Excellent, Good, Fair, and Poor.
- The agency's goals for alleys assessed as Excellent, Good, Fair, and Poor in FY 2022.
- The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving alleys in FY 2021.
- Miles of alleys resurfaced/improved in FY 2021.
- An assessment of whether the amount of funding dedicated to alley maintenance and repair in FY 2021 was sufficient to meet agency goals.

The number of miles of alleys in the District.

There are 362.61 miles of alleys in the District, of which 350.18 miles are DDOT maintained.*

*DDOT does not track alley locations using miles, but by using unique squares—therefore alley data may not appear to reflect mileage figures, which are deduced from the unique square measurement.

The percentage of alleys assessed as Excellent, Good, Fair, and Poor.

See the chart below:

Excellent	67.10%
Good	8.43%
Fair	11.53%
Poor	12.94%

**This information is based on the 2017Alley Survey.

The agency's goals for alleys assessed as Excellent, Good, Fair, and Poor in FY 2022.

DDOT is expanding on the work process that was created in early FY 2018 and has developed the FY 2022 alley paving plan (released in October). DDOT created a list of 121 locations following a data informed decision model and process. DDOT used data from the asset's condition

rating, outstanding 311 service request counts, age of service requests and other pertinent data to prioritize locations throughout the District in addition to conducting a final engineering assessment. The results of the process aid in the selection of locations that are generated on the PaveDC dashboard. DDOT's goal is to eliminate all poorly rated alleys by 2024 and it is on track to meet this goal given the current level of funding.

The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving alleys in FY 2021.

DDOT spent \$19.4 million of local capital funds in FY 2021 on alleys.

See the chart below:

FY 2021 Performance Oversight Hearing

Expenditures on Core Assets -- Alleys

data as of Jan. 7, 2022

Project No.	Project Name	Funding Source	FY 2021 Expenditures
CEL21C	ALLEY REHABILITATION	Local	\$19,371,523

Miles of alleys resurfaced/improved in FY 2021.

According to PaveDC website, there are 452 alley segments or 20.6 miles were resurfaced/improved in FY 2021.

An assessment of whether the amount of funding dedicated to alley maintenance and repair in FY 2021 was sufficient to meet agency goals.

The amount of funding allocated to the alley program in FY 2021 allowed DDOT to accomplish the proposed alley restoration plan. The agency completed all 113 locations planned for in the year and was able to restore an additional 39 alleys with remaining funding as part of a supplemental list in quarter four of the fiscal year. DDOT's goal is to eliminate all poorly rated alleys by 2024 and it is on track to meet this goal given the current level of funding.

13. What is the state of sidewalks in the District? Please provide:

- The number of miles of sidewalks in the District.
- An assessment of sidewalk connectivity, including any assessments available of gaps in the sidewalk network.
- The number of sidewalk network gaps filled in FY 2021
- The percentage of sidewalks assessed as Excellent, Good, Fair, and Poor.
- The agency's goals for sidewalks assessed as Excellent, Good, Fair, and Poor in FY 2022.
- The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving sidewalks in FY 2021.

- Miles of sidewalks resurfaced/improved in FY 2021.
- An assessment of whether the amount of funding dedicated to sidewalks in FY 2021 was sufficient to meet agency goals.

The number of miles of sidewalks in the District.

There are 1,495.08 miles of sidewalks in the District, of which 1,406.76 miles are DDOT maintained

An assessment of sidewalk connectivity, including any assessments available of gaps in the sidewalk network.

The recent update to moveDC includes a District-wide assessment of sidewalk gaps including sidewalk gaps on both sides of a road and on a single side of a road. In total, the gaps total approximately 60 miles in length.

In 2016, DDOT created a point in time map of sidewalk gaps that can be found at the link below. Improvements and gaps that have been filled are not accounted for in this map.

Link to 2016 Sidewalk Gap Map:

<https://www.arcgis.com/home/webmap/viewer.html?webmap=750d622175234278b20171c66806c6ed&extent=-77.129,38.8478,-76.8755,38.9596>

The number of sidewalk network gaps filled in FY 2021

In FY 2021, eight segments in the network were filled totaling 1.3 miles.

The percentage of sidewalks assessed as Excellent, Good, Fair, and Poor.

See the chart below:

Excellent	64.70%
Good	32.08%
Fair	3.22%
Poor	0.00%

- This information is based on the 2015 Sidewalk Survey. There are plans to conduct a new survey in 2022.

The agency's goals for sidewalks assessed as Excellent, Good, Fair, and Poor in FY 2021.

DDOT is expanding on the work process that was created in early FY 2018 to develop the FY 2022 sidewalk plan. DDOT will create a list of locations following a data informed decision model and process. DDOT will use data from the asset's condition rating, outstanding 311 service requests, age of service requests, and other pertinent data to prioritize locations throughout the District in addition to conducting a final engineering assessment. The results of the process aid in the selection of locations that will generate the PaveDC dashboard.

The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving sidewalks in FY 2020.

DDOT spent \$17.2 million of local capital funds in FY 2021 on sidewalks. See the chart below:

FY 2021 Performance Oversight Hearing

Expenditures on Core Assets -- Sidewalks

data as of Jan. 7, 2022

Project No.	Project Name	Funding Source	FY 2021 Expenditures
CAL16C	CURB AND SIDEWALK REHAB	Local	\$17,208,089

Miles of sidewalks resurfaced/improved in FY 2021.

According to the PaveDC website, 33 miles of sidewalk blocks were resurfaced/improved in FY 2021.

An assessment of whether the amount of funding dedicated to sidewalks in FY 2021 was sufficient to meet agency goals.

DDOT had sufficient funding dedicated to sidewalks in FY21 to fill 1.3 miles of gaps in the network as well as improve 33 miles of sidewalk blocks.

14. What is the state of bridges and tunnels in the District? Please provide:
- The number, name, and location of each structurally deficient bridge and tunnel.
 - The timeline for repairing or replacing each structurally deficient bridge and tunnel, including the date when construction is expected to begin.
 - Are any of these bridges and tunnels expected to reach a hazardous state, necessitating its closure or reduction in use, before construction is completed?

- The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving bridges and tunnels in FY 2021.
- Miles of bridges and tunnels resurfaced/improved in FY 2021.
- What is DDOT's protocol for detecting and removing graffiti on bridges?

The number, name, and location of each structurally deficient bridge and tunnel.

There are three (3) DDOT owned structurally deficient bridges in the District. **Appendix Q14 Part 2** table shows the name and location of each structurally deficient bridge.

There are no structurally deficient tunnels in DC's DDOT inventory.

The timeline for repairing or replacing each structurally deficient bridge and tunnel, including the date when construction is expected to begin.

Project status for repairing or replacing of the structurally deficient bridges is included in **Appendix Q14 Part 2**.

Are any of these bridges and tunnels expected to reach a hazardous state, necessitating its closure or reduction in use, before construction is completed?

None of these bridges or tunnels are in a critical state.

The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving bridges and tunnels in FY 2021.

DDOT spent \$8.6 million of capital funds in FY 2021 on resurfacing/improving bridges. DDOT also spent an additional \$9.4 million on tunnels in FY 2021.

See the chart below:

FY 2021 Performance Oversight Hearing

Expenditures on Core Assets -- Bridges & Tunnels

data as of Jan. 7, 2022

Project No.	Project Name	Funding Source	FY 2021 Expenditures
MNT08A	FY13 PREV MNT & EMERG REP HWY STR	Federal	\$8,993
MNT13A	CITYWIDE FEDERAL AID CONSULTANT BRIDGE I	Federal	\$2,555,899
MNT49A	FY17 CW CONSULTANT O-E BR DSGN	Federal	\$450,388
MNT51A	CW FA PREV MAINT & EMERG REPAIRS ON HIGH	Federal	\$21,926
MNT56A	HWY STRUCTURES PREV MNT & REPAIRS	Federal	\$5,150,639
MNT58A	STRUCTURES & BRIDGES ENG. SVCS	Federal	\$38,988
MNT66A	BRIDGE DESIGN	Federal	\$112,590
MNT68A	BRIDGE INSPECTION	Federal	\$11,447
MRRB7A	BRIDGE MANAGEMENT PROGRAM	Federal	\$289,301
MNT20A	ASSET PRESERVATION OF TUNNELS IN THE DIS	Federal	\$9,393,989
Total			\$18,034,160

Miles of bridges and tunnels resurfaced/improved in FY 2021.

In FY 2021 DDOT's bridge preservation and preventive maintenance program improved approximately 3.0 miles of bridges and 15 tunnels (2.2 miles).

What department at DDOT is responsible for removing graffiti on bridges?

Graffiti removal happens alongside regular maintenance work performed on the bridge, not as a separate work item. When such work occurs, DDOT's Maintenance Division is responsible.

What is DDOT's protocol for detecting and removing graffiti on bridges?

Graffiti detection comes to District of Columbia agencies from citizens, and DDOT workers, bridge inspections. DDOT and Preventive Maintenance removes graffiti incidental to bridge repairs. In cases where federal highway funding is used for bridge maintenance, if graffiti removal is not included in the scope of work, it cannot be done, even with local funds.

For tunnels, graffiti detection and removal from tunnel walls are performed by the tunnel preventive maintenance contractor, as an ongoing service, whenever graffiti is present.

How much money did DDOT spend on removing graffiti on bridges in FY 2021?

DDOT spent \$19,747.00 on graffiti removal as part of bridge preventive maintenance efforts.

15. What is the status of the Streetscape projects, including corridor studies currently underway or in planning? For each project, please include:
- The project's name and location.
 - The project's budget.
 - Status (e.g., the stage in design process or under construction).
 - Whether the project is on schedule and on budget.
 - Anticipated completion date.

*See **Appendix Q15 Part 2** for all active streetscape projects.*

Projects in earlier stages of the project development process (Planning and Preliminary Engineering) have less certain costs and construction schedules. The construction schedules shown assume funding availability. However, the construction dates may change based on funding availability. Projects shown with "TBD" dates in the table are being advanced through planning or preliminary design, but are too early in the process to assign construction start/end dates. Projects shown with "N/A" in the table are still under design and the larger budget including construction will be determined once design is complete.

16. Please provide an update on the following projects, including the project's name and location, budget, status, whether it is on schedule and on budget, and anticipated (or actual) completion date:

a) The Florida Avenue Multimodal project

The design for the Florida Avenue NE Streetscape Project (from 2nd Street to H Street NE) was completed and project was advertised for construction in December 2021. Bids were opened on January 19, 2022, and construction should start by April 2022.

b) Maryland Avenue Streetscape Project

The Maryland Avenue, NE Streetscape project was in construction and it is about 99% complete, the project is scheduled to be 100% completed by April 30, 2022.

c) The Cleveland Park Streetscape and Drainage Improvement Project

The Cleveland Park Streetscape and Drainage Improvements project is located along Connecticut Avenue from Macomb Street NW to Quebec

Street NW is located in Ward 3. This project is designed to improve drainage throughout the corridor and improve pedestrian safety and implement several green infrastructure improvements. It was advertised for construction. Bids were opened on July 29, 2021. A Notice to Proceed (NTP) is expected by March 2022 and DDOT anticipates construction to last 18 months.

d) The C Street Northeast rehabilitation project

Construction started in March 2021; it is about 20% complete.

e) The Reconstruction and Rehabilitation of the Pedestrian Bridge and Connecting Trail at Arizona Avenue, NW

The plans for the Rehabilitation of the Pedestrian Bridge over Arizona Ave NW and Connecting Trail are 30% complete. DDOT is evaluating what resources are necessary and available to advance this project.

f) Canal Road and sidewalk connecting Arizona to Capital Crescent Trail

DDOT and the National Park Service (NPS) have discussed various right of way mechanisms at the staff level and the senior leadership level during FY21 regarding the Arizona Avenue Connection to the Capital Crescent Trail. While no definitive solution has been identified that will allow DDOT to build and maintain assets on NPS property while maintaining adequate interest, many options including a highway easement deed or transfer of trail infrastructure to NPS have been discussed. DDOT project staff have concluded that it will continue to advance the project by conducting the National Environmental Policy Act (NEPA) review for the project during FY22-23. After the completion of the NEPA, DDOT's Infrastructure and Project Management Division will develop 30% plans.

g) Georgia Avenue Public Safety Infrastructure project

The purpose of this project is to provide safety and multimodal improvements, as part of the Rock Creek East I and Rock Creek East II Livability Studies completed in 2019. The \$1.7 million funding includes the following three projects on Georgia Avenue NW:

1. Fern Street to Juniper Street: DDOT will begin preliminary (30%-60%) and later final design (60%-100%) of safety

improvements in FY22 with construction expected to begin in FY23.

2. Juniper Street to Eastern Avenue: DDOT will begin the concept design (0-30%) for safety improvements in FY22.
3. Intersection of Georgia Avenue and Arkansas Avenue: DDOT will begin preliminary design of safety improvements in FY22 with the final design expected to be completed in FY23.

h) The New York Avenue NE Multi Use Trail

The New York Avenue Streetscape and Trail Project is intended to improve safety, access, and mobility along the New York Avenue corridor from Florida Avenue NE to Bladensburg NE. The study will advance the 2017 DDOT concept design which included a new multi-use trail along New York Avenue as well as improvements to public space in the corridor. The 2022 study will analyze and address environmental and right-of-way impacts associated with design alternatives, with the goal of developing a design that minimizes impacts outside of the DDOT public right-of-way. A minimum of two preferred concepts will be developed in the base period of the project, which is anticipated to be about 15 months. If a preferred alternative is selected and approved, the concept will advance through the next stages of design and right-of-way and environmental clearances pending funding.

i) Canal Road slope redesign

The Canal Road Slope Stabilization Project is located on Canal Road in Ward 3 near Clark Place. The project is currently in the 30% Design Phase. During the survey, an additional section of slope was found to be unstable, bringing the project length to 1,500 linear feet. 100% Design completion is expected in Spring 2022, but a change order to cover the additional project section is pending. The project is currently planned for construction to begin in FY 2023. In addition to this section, a slide occurred in December 2020 near the Georgetown University entrance. We are working on adding the stabilization of this section to our current project.

j) Oregon Avenue NW project

Construction has been delayed by 120 calendar days due to utility obstructions and differing site conditions. Minor quantity overruns, design omissions, and owner requested design changes have increased

the construction costs by less than 5%. The current substantial completion date is March 31, 2022.

k) Eastern Avenue NE project

With the recurring flooding, the design is being revised to reflect the drainage design changes in the 2019 Design and Engineering Manual. Further, the new Federal Highway Administration (FHWA) requirement is being implemented to include a Transportation Management Plan (TMP). Design is anticipated to be completed in Spring 2022. Due to funding issues and prioritization, construction has been delayed until FY27.

Due to the delay in the project's construction, Asset Management will install a new traffic signal at the Sligo Mill Road/Eastern Avenue intersection as a safety measure in FY22. Additional safety measures will be performed in advance of the project's construction, including pavement markings and striping.

l) H Street Bridge project

DDOT has completed the preliminary design of the project for the H Street Bridge project. This is a very complex project and DDOT has been actively coordinating with the Union Station Redevelopment Corporation (USRC), Amtrak, Akridge, Federal Railroad Administration (FRA), DC Streetcar, and the U.S. Department of Transportation in planning, preliminary design, and bridge construction.

DDOT will use a "design-build" project delivery procurement for this project in order to considerably reduce construction time. Unlike the typical "design-bid-build" process, which requires design to be complete before construction can begin, the "design-build" approach allows the design phase to overlap with the construction phase, reducing the total construction time.

Timeline: As of January 2022, DDOT completed the bridging documents (30% design) and DDOT issued a Request for Quotation (RFQ) in August 2021, as DDOT works toward satisfying requirements related to Environmental & Historic Preservation regulations and the Project Labor Agreement.

Scope: DDOT has been working with FRA, USRC, DC Streetcar and Amtrak on the reconstruction, maintenance, and design of the bridge.

This work has been coordinated with the Washington Union Station Expansion Project Environmental Impact Statement (EIS) process. Decisions about passenger rail facilities, pedestrian and bicycle flow, parking access, intercity buses, streetcar, and development access all factored into the preliminary design and future construction of the bridge.

Funding: The project will leverage local and federal resources. The FY 2022-FY2027 CIP includes \$215 million, the project will also leverage \$25 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds.

The preliminary design and the ongoing EIS process, led by the FRA will refine the cost estimates for the final design and construction phases, along with programming the necessary funding in the region's Transportation Improvement Program (TIP) and the District's Statewide Transportation Improvement Program (STIP).

m) 11th Street Bridge project

Bound by the Washington Navy Yard on one side and Anacostia Park on the other, the 11th Street Bridge Park will be a place for gathering and entertainment for those in the neighboring communities, a playful destination for some, and a pedestrian or bicycle route for others.

Current Status: The project is currently in the final design stage. The National Capital Planning Commission (NCPC) and the Commission of Fine Arts (CFA) approved the preliminary design Summer 2020. The final design is to be completed by Summer 2022. The environmental analysis and preliminary design of the project was completed in the fall of 2020.

Timeline: Design is progressing with the final project design scheduled to be completed by Summer 2022. The project is currently not fully funded to begin construction at this time due to the 11th Street Bridge Park Funding Limitations Act of 2015. The Act sets limits on funding contributions such that 50% of the total projected construction cost should be raised by private donors. Once donations and local funding have been provided, DDOT can begin construction. The design work is progressing well, which is resulting in an earlier expected design completion date (from Fall 2022 up to Summer 2022).

n) South Capitol Street Bridge project

The South Capitol Street (SCS) Corridor Project is divided into two phases:

Phase 1 includes two segments: Segment #1 includes the new Frederick Douglass Memorial Bridge (FDMB) over the Anacostia River and the approaches on each side of the river; Segment #2 includes the reconstruction of a portion of I-295, including the I-295/Suitland Parkway Interchange.

Phase 1 of the SCS Corridor Project was awarded in July 2017 to South Capitol Bridge Builders - A Joint Venture of Archer/Western and Granite Construction Companies. DDOT awarded the Program Management/Construction Management Oversight contract to HNTB in August 2017.

Current Status: Construction progress is 91% complete as of December 1, 2021.

Timeline: The project completion date has not changed significantly. With the award of the project and DDOT obtaining all major construction permits, the project timeline for Phase 1 remains as follows:

1. Project Award - July 2017
2. Start of Construction - January 2018
3. New FDMB and approaches completion – September 2021
4. Project Completion – Spring 2022

Phase 2 includes three segments: Segment #3 constructs a new interchange on Suitland Parkway at MLK, Jr. Avenue; Segment #4 includes reconstruction and streetscape improvements on South Capitol Street from O Street to D Street; and Segment #5 includes streetscape improvements on New Jersey Avenue north of M Street SE.

A Feasibility Study of Segments 4 and 5 of Phase 2 was awarded to a consultant in December 2021.

Current Status: The feasibility study is less than 1% complete. Work began in December 2021 and will continue until December 2022.

Funding: The Updated Financial plan reflects a total project budget of \$920.5 Million (Phase 1: \$667.1M [100% Obligated] + Phase 2: \$253.4M). Current projections show final costs totaling \$650 Million for Phase 1.

o) Pennsylvania Avenue West streetscape project

The project is still in the final design phase. The design is 90% complete. The project will include new protected bike lanes in both directions, separated by new medians. Other streetscape improvements for streetlight, landscape, sidewalk, drainage, stormwater management are included in the project. Currently various utility conflict and relocation issues are being addressed. The project is targeted to complete final design by 1st quarter of 2022.

p) Benning Road Bridges and Infrastructure Improvements (Benning Road Streetcar Extension and Reconstruction Project)

The Benning project is in 90% design stage. The final design phase is anticipated to be complete by Summer 2022. The Delivery Schedule has shifted from previous estimates due to identification of right-of-way (ROW) impacts and required utility coordination to complete the design phase. The Construction Phase is anticipated to start in the Spring of 2023 for a duration of three years.

The Project encapsulates five constituent projects that will be constructed as one multimodal improvement project, and which work together to meet the District's transportation goals along the Benning Road NE corridor.:

- Replace the structurally-deficient Benning Road NE bridge over DC-295 (Anacostia Freeway) and CSX freight rail tracks;
- Modify interchange at Benning Road NE and DC-295 to improve safety and access;
- Rehabilitate the Ethel Kennedy Bridge across the Anacostia River to accommodate the streetcar extension and add pedestrian and bicycle facilities;
- Rehabilitate the Benning Road Bridge over Kingman Lake to accommodate the streetcar extension and add pedestrian and bicycle facilities; and
- Extend the DC Streetcar system from its current terminus at Oklahoma Avenue NE to the Benning Road Metrorail Station, providing a key transit link to residents and businesses on both sides of the Anacostia River

q) Theodore Roosevelt Bridge rehabilitation

The Theodore Roosevelt Bridge rehabilitation project is currently under the final design phase, which includes the environmental documentation task for Categorical Exclusion (CATEX) Level 3. The primary goal of the project is to perform major repairs on the aged bridge deck and other bridge components to extend its service life. The project also includes a sidewalk extension on the northside to improve safety and accessibility of pedestrians and bicycles. The project continues to involve extensive coordination with various key stakeholders including National Park Service (NPS), Virginia DOT, and Arlington County to address concerns associated with Right of Way, highway easement, and land transfer.

Final design is currently 65% complete. 100% design of bridge rehabilitation is anticipated to be completed in December 2022. Construction is expected to start currently programmed for \$120 million using the federally appropriated money starting in FY 2023.

17. In December 2021, the Mayor announced her selection of Concept C for redesign of Connecticut Avenue. Given that announcement, please provide an update on the status and timeline for the redesign of the roadway.

In January and February 2022, DDOT will organize the remaining planning tasks needed prior to conducting design engineering for this project. Planning tasks include NEPA/environmental documentation, conducting an Equity Analysis requested by Mayor Bowser, developing more detailed traffic and parking recommendations and developing a phasing plan to remove the reversible lane infrastructure along Connecticut Avenue.

DDOT anticipates that the design solicitation will begin in March 2022 and Notice-to-Proceed (NTP) for the design consultant to start work will occur in fall 2022. Design will continue for at least 12 months and is anticipated to be completed in late fall 2023. Based on funding availability, construction could begin in 2024.

18. Please provide an update on the FY 2021-25 Transportation Improvement Program for the National Capital Region and the allocation of Federal Grant money.

The Metropolitan Washington Council of Governments FY 2021–24 Transportation Improvement Program (TIP) and the District of Columbia Statewide Transportation Improvement Program (STIP) were both amended in September 2021 to align with DDOT's approved FY 2022 federal budget. These documents will continue to be used as the plan of federal funding outlays for FY 2022 and will be modified as needed to account for developments through the fiscal year, including new federal grant allocations for transportation projects within the National Capital Region.

19. Please provide a status update of the rehabilitation of Broad Branch. As of last year, the EA-FONSI final completion was slated for summer 2021, with design commencing thereafter. Has the timeline of the project shifted since last year?

The Final EA/FONSI was completed March 2021. The Design is programmed for FY2026 and the timeline for construction has not been determined. The approximate design cost is \$3.5 million in FY2026.

20. What is the status and timeline of the work to replace the collapsed pedestrian bridge spanning Route 295?
- What additional funding is necessary, if any, to complete this work in a timely fashion?
 - What, if any, stopgap measures has DDOT implemented to assist residents in crossing Route 295 at this location?

The design phase of the replacement Lane Place Bridge is currently at 65% of final plan completion, and Plans, Specifications, and Estimates (PS&E) are on target for delivery on May 31, 2022. This expedited design schedule had been realized by strategically locating of the bridge and configuring bridge access ramps to (1) fall within DDOT right of way, (2) achieve compliance with current standards for Americans with Disabilities Act (ADA) accessibility and vertical clearance and (3) provide a single span across DC295 and service roads, improving safety by removing the pedestrian crosswalks on the high-speed Kenilworth Avenue. To avoid delay risks, the DDOT team is working in parallel with utility providers to resolve conflicts. PEPCO has expedited their utility relocation design and is scheduling to complete fieldwork during Spring 2022.

With funds in place and expedited advertisement and construction contract procurement process, DDOT anticipates construction

commencing end of 2022 or beginning of 2023 with a 12-month construction period.

What additional funding is necessary, if any, to complete this work in a timely fashion?

The Mayor has released temporary funding through the District's contingency reserves to expedite the project through the design phase. The District has applied to the US DOT for Emergency Relief Funding to cover all eligible costs for the replacement, including demolition and removal of the collapsed bridge and design and construction of its replacement. This application requested the full \$24.8 million for design and construction of the replacement bridge.

What, if any, stopgap measures has DDOT implemented to assist residents in crossing Route 295 at this location?

DDOT recognizes that the pedestrian bridge will reinstate a vital connection for residents of the Kenilworth and Eastland Gardens to bus services, Deanwood Metro, and to District residents on the east side of DC 295. Until a replacement bridge is put into service, residents must travel approximately 1,000 feet further to the north of Lane Place to cross DC 295 at the Nash Street pedestrian bridge. DDOT is prioritizing project completion within an expedited timeline to reinstate this vital connection as soon as possible. Public meetings are being held to keep residents and stakeholders updated on progress and schedule.

21. What is the status of the K Street Transitway project? Has the projected timeline of the project changed since last year?

The K Street Transitway is currently in the 65% design progress and DDOT expects to complete the final design task by the end of FY22. The project will deliver PS&E. to be ready for construction procurement in September/October 2022. Considering the procurement time for construction advertisement and award process construction is anticipated to start in 1st Quarter 2023. Near-term objectives for the project are resolving utility conflicts, reconfiguring bus operation routes, and engagement with Downtown and Golden Triangle Business Improvement Districts (BIDs) and other key constituencies.

22. What is the current status of DDOT's work to reimagine the virtual circle of New York Avenue NE, Florida Avenue NE, First Street NE, and Eckington Place NE?
- What is the current timeline for that project?

DDOT has almost completed (95% Complete) the redesigning of Florida Avenue-New York Avenue NE Intersection (sometimes known as "Dave Thomas Circle" or the "Virtual Circle") to make it safer for pedestrians, bicyclists, and drivers. In 2019, DDOT worked with the FHA to secure environmental approval for the project. DDOT is preparing the PS&E documents to advertise the project by April 2022. The new intersection will realign and add two-way traffic to First Street NE, restore two-way traffic on Florida Avenue NE, add protected bicycle lanes, and make other improvements that will benefit safety and legibility for all modes. This project represents an important opportunity to improve safety for all roadway users, particularly pedestrians and bicyclists, and to improve a key north-south and east-west transportation link across the city.

In addition to the safety benefits, the new design will result in the creation of three new public park spaces. As part of the design process, DDOT is partnering with the NoMa BID and NoMa Parks Foundation, which hired a landscape architecture firm to design thoughtful, innovative public spaces. The NoMa Parks Foundation led community outreach in May 2020, including hosting a virtual public meeting, to seek feedback on the concepts for the public spaces. In 2020, the U.S. Commission on Fine Arts, the National Capital Planning Commission, and the State Historic Preservation Office all approved the concept design to move forward. The landscape architecture design is being incorporated into the final design for the intersection, and DDOT will advertise the entire project for construction.

The reconfiguration of the intersection necessitates DDOT's acquisition of the property at the center of the intersection, that was occupied by a Wendy's restaurant. In January 2021, the title for this property was transferred to the District by eminent domain. DDOT is working with the occupant of the acquired property and is providing relocation assistance per the Federal Uniform Relocation and Real Property Acquisition Act and DDOT's Right of Way Manual.

23. Please provide the agency's street, alley, and sidewalk improvement schedule for FY 2021 through FY 2024.

- Which streets, alleys, and sidewalks were scheduled to be improved in FY 2021?
- Of these, which were not completed? Why?

DDOT creates an annual work plan, between December/March, to address infrastructure related repairs (Sidewalk, Streets and Alleys) based on annual surveys, other quality assessments, and 311 service requests. The annual work plans are published on DDOT's PaveDC dashboard (<https://dcdgis.maps.arcgis.com/apps/MapSeries/index.html?appid=76784c82ddcb4fb798769138f27c0ed3>), as well as project status (planned, under construction, substantially complete, and completed). The FY 2022 work plan is currently under review by staff and paving locations are being inspected by DDOT's engineers for final approval.

Locations not completed in FY 2021, due to conflicts or other issues, will be advanced to the FY22 work plan. Locations can be delayed due to conflicts, extreme winter/summer weather or other program changes may result in minor changes to the plan.

24. Please provide an update on the P3 to convert the District's streetlights to LED. What is the current timeline for the project, assuming the contract as proposed is approved by the Council?

- When will the current contract transition to the new vendor?

The contract was approved by Council on February 1, 2022.

See CA24-0368 - Proposed contract with Plenary Infrastructure DC here: <https://lims.dccouncil.us/Legislation/CA24-0368>

Construction will start at the beginning of 2023.

25. In FY 2022, the Council allocated \$49,632,000 for Streetscapes and Beautification projects (LMBSS). Please list the projects being funded by this allocation and the estimated cost of each.

The approved FY 2022 capital budget book shows that the Mayor and Council appropriated \$49,382,000 for the Streetscapes Master Project (LMBSSC).

See the chart below:

FY 2021 Performance Oversight Hearing

Streetscapes Allocation Plan

Project	FY 2022
Aspen St NW Improvements	\$6,159,000
Black Lives Matter Plaza	\$3,000,000
Connecticut Ave from Dupont Cir to California St NW Streetscape	\$27,086,000
Southern Ave - Phase I	\$9,000,000
Ward 8 Streetscapes	\$2,387,000
North Capitol Street Streetscape/Deckover*	\$1,000,000
Lamond Riggs Streetscape	\$500,000
Langston and Carver Streetscape	\$250,000
Total	\$49,382,000

*Note: Council reduced the budget for the North Capitol Street Streetscape project by \$250,000 but the change was not reflected at the time of printing. The actual budget for that project is \$750,000.

26. What environmental or green initiatives has the agency pursued in FY 2021?

- How much impervious surface has been changed to pervious surface?
- How many green alleys have installed rain gardens, bioswales, or the like?

DDOT pursues various green initiatives by incorporating green infrastructure in streetscape projects, installing tree planters by creating bump outs on roadways where there are no tree furnishing zones, retrofitting standard streetscape with green infrastructure facilities, converting impervious pavements to pervious on parking lanes, etc.

The following projects are some examples of green initiatives DDOT has either implemented or is currently working on:

- Implementation of green infrastructure in various streetscape projects throughout the city; (Ongoing)
- Urban Forestry Division installation of citywide tree canopy in all eight wards; (Ongoing)
- Retrofit Projects that replace standard streetscape with green infrastructure facilities—the area of the facilities is listed below but the acreage of stormwater managed is much higher: (Completed)
 - o Green Alleys to date: 50,445 SF
 - o Patterson Street NW Alleys: 7,395 SF
 - o 7th Street NE Alley: 10,300 SF
 - o Dix Street Green Infrastructure Retrofit: 9,060 SF
 - o Alger Park Upland LID: 5,730 SF
 - o Klinge Watershed: 1,160 SF
 - o LeDroit Park Phase 2: 22,025 SF
 - o Oregon Avenue Watershed Green Streets: 13,000 SF
 - o Bunker Hill Impervious Surface Removal: 3,447 SF
 - o Hickey Run, Nash Run, Pope Branch, Fort Dupont Watershed designs (under design)
 - o Broad Branch and Spring Valley (under solicitation)
 - o Citywide LID (contracting)
 - o Multipurpose Green Infrastructure (contracting)

Note that most of the aforementioned projects are multi-year. Three Green Alleys and the Bunker Hill Impervious Surface Removal Project were completed in FY21 and connected to multi-year grant funds from the EPA.

Green Infrastructure Retrofit projects include permeable pavement, bioretention, impervious removal, and tree plantings. Green alley projects are generally paved with a permeable surface replacing the existing impervious surface. One exception is the Q Street Alley, which converted a portion of the alley into a pedestrian walkway with bioretention and permeable pavement.

In addition, DDOT is developing Green Alley Standardized Designs. The proposed design packages provide a standard design approach to reduce design costs and decrease construction time.

The Stormwater Management GI program also provides support for all DDOT projects with green infrastructure elements.

27. In FY 2014, DDOT, in conjunction with Pepco, introduced the DC Power Line Undergrounding (DC PLUG) Initiative to underground up to 60% of the most vulnerable primary and lateral mainline feeders in the city to provide resilience and greater reliability to the District's power system.

- What is the status of the undergrounding effort?
- What is the estimated completion time for this project?

Feeder 308, located in Ward 3, and the first stand-alone feeder undergrounding project, began construction in June 2019. A Mayoral groundbreaking was held on June 14, 2019. Civil construction was completed on May 4, 2020. Pepco completed the electrical construction work for Feeder 308 on January 14, 2021. This project is complete and in closeout.

Feeder 14900 is a DC PLUG "Opportunity Project" associated with the IPMD Team 2 Reconstruction of Oregon Avenue. Civil construction for Feeder 14900, located in Ward 4, is 98% complete with final completion expected in March 2022.

An RFQ for DC PLUG Program Management was released on September 28, 2019. Following a protest to the Contracts Appeals Board and ruling by the Board, the evaluation and source recommendation was completed by the Technical Evaluation Panel. A letter contract was issued January 22, 2020, and the definitized contract was deemed approved on May 8, 2020.

Two IDIQ design contracts for the remaining four feeders of the First Biennial Plan were awarded in 2020. Design for Feeder 368 located in Ward 4, began in April 2020 and was completed in the first quarter of CY21. Design for Feeder 14758 located in Ward 8 began in May 2020 and will be completed in the first quarter of CY22. Design for Feeder 15009 located Ward 4 was issued NTP on January 13, 2021, and is expected to complete in the first quarter of CY22. Design for Feeder 14007 began in February 2021 and is expected to be completed in the second quarter of CY22.

The Second Biennial Plan was submitted to the Public Service Commission (PSC) in September 2019 and approved by the PSC on January 28, 2020. This plan includes 10 feeders, with two each in Wards 3, 4, 5, 7, and 8.

Design contracts for all Second Biennial Plan DC PLUG feeders used the multiple-selection IDIQ contract procurement process. Three most highly qualified consultants were selected. Task Orders have been awarded for Feeder 14008 located in Ward 5, Feeder 15001 located in Ward 4 and Feeder 15166 located in Ward 8. Tasks for the design of the remaining

seven feeder projects will be issued over the next 12 months. Construction procurement will follow the delivery of each design, and civil construction for the final 2nd Biennial Plan Feeder is expected to be completed in 2026.

An RFQ for Construction Management and Inspection (CM&I) services was released on December 16, 2020. Three most highly qualified firms were selected to enter into IDIQ contracts. Task Orders will be issued on an as-needed basis in advance of the individual feeder construction projects. The first CM&I task was issued in December 2021 for Feeder 368.

A third Biennial Plan was submitted to the PSC in September 2021. The third Biennial Plan includes four feeders; one each in Wards 3, 5, 7 and 8. The PSC's approval of the third Biennial Plan is expected by January 28, 2022.

Transportation Operations

28. What is the status of the School Crossing Guard program? Please provide:
- The agency's current crossing guard deployment plan.
 - The current number of crossing guard positions.
 - The current number of vacancies.
 - The number of new crossing guard positions necessary to meet the needs of District schools in FY 2022, and the number of outstanding crossing guard requests from schools

The agency's current crossing guard deployment plan.

See Appendix 28 Part 2

The current number of crossing guard positions.

There are currently 249 part-time Safety Technician positions and 15 Safety Technicians supplement midday work throughout the agency.

The current number of vacancies.

There are 17 vacancies as of January 25, 2022.

The number of new crossing guard positions necessary to meet the needs of District schools in FY 2022, and the number of outstanding crossing guard requests from schools.

To meet the requests of District Schools in FY 2022, DDOT would need 286 total crossing guards, inclusive of the 21 outstanding requests from schools.

29. Please provide an update on DDOT's Safe Routes to School team. During FY 2021, how many schools did the team review? How many of the team's recommendations were not implemented by DDOT? How many of their recommendations resulted in DDOT choosing to install new or improved infrastructure?

During FY 2021 DDOT's Safe Routes to School team completed the comprehensive planning studies for 18 schools and started on the study of 18 more schools. In addition to the studies reviewing the 36 schools previously referenced, DDOT staff reviewed individual locations with safety concerns at 45 other schools. Some recommended safety interventions near schools were deemed not feasible due to utility conflicts or need for additional study and design before implementation. Other recommendations needed further design. Short term fixes such as pavement markings and signage are advanced immediately through work orders. The SRTS team submitted 529 work orders, of which 308 have been completed, 153 of which were in Wards 7 and 8 (pre-Redistricting changes.) The majority of open work orders are for pavement markings which will be completed when weather permits. DDOT expects the striping work to be completed in Q2 and Q3 FY22. The work orders were completed by a combination of contractor assistance and DDOT's Field Operations Branch (FOB.)

30. Please provide an update on the implementation of new/recent safety measures near schools, including increased traffic enforcement.

After review of the safety concerns near schools reported via 311, Traffic Safety Investigations (TSIs) or via the planning study schools, the SRTS team submitted 529 work orders for safety improvements at 81 schools in FY2021. By the end of FY 21, 308 work orders were completed. The completed work included 57 new or rebuilt speed humps and related signage and 130 upgraded crosswalks. The majority of the remaining completed work orders were for school related curbside signage such as No Parking School Zones, or School Zone Speed limit signs.

As part of the TSI process, proximity to a school is a consideration. TSIs consider many solutions, including the use of automated traffic enforcement, to improve road safety for all road users.

As a result of the TSI process, DDOT's Automated Traffic Enforcement Branch deployed speed safety cameras on the 3400 block and 4000 block of Wheeler Road SE to modify driver behavior and reduce speeding around Eagle Academy and KIPP DC's Wheeler Road campus.

31. Please provide the following on the Automated Traffic Enforcement Program:

- Please provide the Committee with a list and, where appropriate for the camera type, map of the locations of the current slate of ATE cameras, as of January 1, 2022, denoting camera type.
- Under D.C. Code § 50-2209.05, DDOT is due to provide the Council with a semi-annual report on the ATE camera program; that report was not submitted to the Council in 2021. Please provide the Committee with a draft of the Automated Traffic Enforcement Report as of January 1, 2022, or, alternatively, a list of:
- The top 15 ATE locations by value of citations generated in the District;
- A breakdown of the jurisdictions where those receiving ATE citations and with outstanding ATE citation debt have their vehicles registered;
- The locations where cameras have been added in the last 6 months and the reasons why those locations were chosen; and
- The amount of ATE citations issued in total and by location.
- When does DDOT anticipate bringing online the new ATE cameras funding in the FY 2022 budget? Has DDOT selected sites for these new cameras (where the cameras will be sited)—and, if so, please provide the Committee with a list of those anticipated locations.
- Residents have reported that the sensitivity of certain stop sign cameras is set such that drivers are receiving ATE tickets for otherwise legal stops. What has DDOT done to investigate and address these complaints? Has DDOT change the sensitivity of any stop sign cameras in FY 2021 or FY 2022, to date; and, if so, which cameras' sensitivity were adjusted?

Please provide the Committee with a list and, where appropriate for the camera type, map of the locations of the current slate of ATE cameras, as of January 1, 2022, denoting camera type.

See **Appendix Q31 Part 2** as well as the following link to a map of locations: <https://arcg.is/19e44P0>.

Under D.C. Code § 50-2209.05, DDOT is due to provide the Council with a semi-annual report on the ATE camera program; that report was not submitted to the Council in 2021.

The first semi-annual report on the ATE camera program was transmitted to Council in January 2022.

When does DDOT anticipate bringing online the new ATE cameras funding in the FY 2022 budget? Has DDOT selected sites for these new cameras (where the cameras will be sited)—and, if so, please provide the Committee with a list of those anticipated locations.

As of January 1, 2022, due to the Mayor's Vision Zero safety initiative, five of the 15 new speed enforcement cameras and two of the five additional stop sign cameras have been deployed, the previous schedule advertised has been accelerated. Five speed cameras will be installed by the end of January and the remaining five speed cameras by mid-February 2022.

The Automated Traffic Enforcement RFP responses were delivered on January 24, 2022. A late Spring award schedule is anticipated. After award the number of additional enforcement and upgrade of current units will be determined.

Residents have reported that the sensitivity of certain stop sign cameras is set such that drivers are receiving ATE tickets for otherwise legal stops. What has DDOT done to investigate and address these complaints? Has DDOT change the sensitivity of any stop sign cameras in FY 2021 or FY 2022, to date; and, if so, which cameras' sensitivity were adjusted?

DDOT confirms the accuracy of all stop sign equipment daily. All radar detection units are tested and certified accurate and up to date. There have been no changes to the sensitivity of the detection systems. Stop sign violations are being issued for vehicles that do not come to a full and complete stop behind the stop bar at the stop sign. Each violation is supported by video showing the vehicle activity and is the primary evidence for stop sign notices of infraction.

32. What is the status of the Traffic Control Officer (TCO) program? Please provide:

- The agency's current TCO deployment plan.
- The current number of TCO positions.
- The current number of vacancies.
- Statistics of tickets written by TCOs in FY 2021 and FY 2022, to date, by infraction type and ward.
- The three most common infractions for which TCOs write tickets.

The Traffic Control Officer (TCO) Program is divided into five shifts to accommodate the varying demands (peak travel periods, special events and night-time congested areas)

6AM – 2:30PM Monday to Friday

8AM – 4: 30 PM Tuesday to Saturday

2:30 PM – 11:30PM Sunday to Thursday

2:30 PM – 11:30PM Tuesday to Saturday

5:00 PM – 4:30 AM Wednesday to Sunday

TCOs are deployed in pairs, at a minimum. This can increase depending on the location. Below are the locations where the teams are routinely deployed:

- Various school posts.
 - Locations change daily based on need.
 - In order to support School Crossing Guards/Safety Technicians, the TCO deployment for FY21 pivoted toward supplementing deployments of the School Crossing Guards/Safety Technicians.
- 14th Street & Florida Avenue NW
- M St & Delaware Avenue SW
- Georgia Avenue & Otis Place NW
- Riggs Street & Chillum Place NE
- 14th & Pennsylvania Avenue NW
- U Street NW Corridor (between 16th Street NW and 9th Street NW)
- 18th Street & Connecticut Avenue NW
- Rhode Island & Connecticut Avenues NW

Additional locations may be added to meet shifting needs.

The current number of TCO positions:

161 Total TCO program staff:

- 146 TCOs
- 11 TCO Leads
- 3 TCO Supervisors
- 1 TCO Branch Manager

The current number of vacancies

19 vacancies (as of January 21,2022)

Statistics of tickets written by TCOs in FY 2021, to date and five of the most common infractions.

FY 2021 – 1,102 total citations

Infraction (Top 5 enforced infractions)	Count
UNAUTHORIZED VEHICLE IN LOADING ZONE	172
NO STANDING ANYTIME	163
NO STOPPING OR STANDING IN PM RUSH HOUR ZONE	128
NO PARKING SPECIFIC HOURS	112
NO PARKING ANYTIME	105

33. In 2021, DDOT launched ParkDC, a new online portal for residents living on RPP blocks to request a Visitor Parking Pass (“VPP”) to allow visitors to park on their block.

- Please describe the community engagement and public education DDOT undertook in FY 2021 and FY 2022, to date, on the new system. How many community meetings did DDOT staff attend?
- DDOT has twice extended the validity of the 2020 VPP passes to address identified issues with the new VPP portal and engage in additional public education; the Council has since extended the 2020 VPP passes’ validity through April 15, 2022. Please provide the Committee with an account of the changes made to the new system, and additional public engagement undertaken, since summer 2021 to address the issues prompting DDOT to extend the validity of the 2020 VPPs.
- One major concern about the VPP system is access: the new VPP system requires residents to have both a computer (or other device that connects to the internet) to register a visitor, and a printer to print the pass. While residents could use devices at District government facilities to complete these steps, some residents may not have the time or resources to visit those sites to obtain a pass. How is DDOT working to address these inequities?
- DDOT has stated that incidents of fraud informed the agency’s decision to launch this new online system. Please provide the Committee with information on those instances of fraud, including any data on the frequency of fraud under the old VPP system.

Please describe the community engagement and public education DDOT undertook in FY 2021 and FY 2022, to date, on the new system. How many community meetings did DDOT staff attend?

DDOT recognizes the importance of community engagement and public education for any new system. DDOT has attended 17 community meetings or events since program launch (May 2021), not including the program-ambassador outreach at MPD locations. DDOT has secured additional staff support through a temporary detail and has taken a multi-pronged approach. DDOT has:

- Stationed program ambassadors at DDOT kiosk locations at MPD Districts 1, 2, and 3 every Tuesday and Thursday in August and September 2021 to help users sign up for and print ParkDC Permits.
- Distributed information to the public attending a mass vaccination event in July 2021 and the opening celebration for the Frederick Douglass Memorial Bridge in September 2021.
- Joined 14 ANC meetings since summer 2021 to introduce the program and—later—remind Commissioners and others about the program.

- Phone call campaign to senior-housing residents with offer to answer questions and walk recipients through the registration process; 196 households were reached.
- Hosted a registration event at one senior-apartment community in December 2021.
- Sent mass emails to previous Annual Visitor Permit customers and ANC Commissioners in June and September 2021.
- Issued press releases picked up by local media in May, July, and September 2021.
- Expanded and updated “how-to” guides and videos on the ParkDC Permits web site with support from the ParkDC vendor.
- Launched social media campaigns on the Twitter and NextDoor Platforms.
- Answered customer emails and calls with 24/7 support in partnership with the ParkDC Permits vendor.

DDOT has twice extended the validity of the 2020 VPP passes to address identified issues with the new VPP portal and engage in additional public education; the Council has since extended the 2020 VPP passes’ validity through April 15, 2022. Please provide the Committee with an account of the changes made to the new system, and additional public engagement undertaken, since summer 2021 to address the issues prompting DDOT to extend the validity of the 2020 VPPs.

Since the ParkDC Permits launch, DDOT staff has worked with the ParkDC Permits vendor to provide the following remedies to system issues in response to public feedback:

- Improved integrations with DMV databases and introduced redundant checks to reduce erroneous ineligible-address errors when users register.
- Created a process that allows call-center staff to set up accounts for residents without email addresses.
- Simplified the steps for adding visitor vehicle information and printing visitor permits on the ParkDC Permits website at parkdc.com.
- Clarified language about differences between the annual permit and the short-term visitor permits.
- Added recurring permit feature to reduce printing for frequent visitors.

In addition to the system improvements and engagement efforts already undertaken, while the 2020 VPP passes remain valid, DDOT staff is:

- Working with the ParkDC Permits vendor to identify points in the user experience that remain confusing for some users and implement improvements (anticipated in Spring 2022)

- Mounting targeted community outreach and public education, including:
 - Leaving door hangers at residences eligible for the program.
 - Hosting “train the trainer” events for staff at senior-service facilities—specifically Seabury Senior Center and Capitol Hill Village.
 - Targeting outreach to households at addresses that ordered 2020 Annual Visitor Passes but which do not have accounts in the ParkDC Permits database.
 - Attending events upon request.
 - Conducting additional email and social media campaigns.
 - Updating the FAQs and How-To Guides and Videos on ParkDC Permits website

One major concern about the VPP system is access: the new VPP system requires residents to have both a computer (or other device that connects to the internet) to register a visitor, and a printer to print the pass. While residents could use devices at District government facilities to complete these steps, some residents may not have the time or resources to visit those sites to obtain a pass. How is DDOT working to address these inequities?

DDOT looks forward to removing this inequity by moving to a paperless system enforced by license-plate readers. At present, we are working with our partners on a phased approach to this transition.

The ParkDC Permit is accessible via online app and phone, and residents without a computer or printer also have the option of allowing their visitor to print their own ParkDC Permit. Additionally, DDOT has identified partnerships to expand printing opportunities. DDOT will continue to seek partnerships to facilitate printing and system access based on user feedback.

DDOT has stated that incidents of fraud informed the agency’s decision to launch this new online system. Please provide the Committee with information on those instances of fraud, including any data on the frequency of fraud under the old VPP system.

As with many illegal activities, DDOT was not able to comprehensively track the frequency of fraud under the old VPP system. DDOT heard anecdotes from ANC Commissioners and residents of Annual Visitor Passes sold or distributed to commuters. Staff also uncovered —through Craigslist posts and social media messages—specific instances of residents selling passes at asking prices as high as \$500. DDOT assumes

that there were many more cases of fraud than those that staff found. ParkDC Permits deter fraud since permits can be linked to an individual account holder and specific vehicle license plate, unlike paper passes.

Digitization of the VPP has helped DDOT to reduce the potential for fraud by allowing us to contact those suspected of misusing the VPP and inquire about their usage.

Services, Safety, and Planning

34. Please provide the number of service requests received by category of request for FY 2021.
- Please provide statistics on responsiveness to these requests.
 - Has the response time for service requests decreased or increased in the last year?
 - What is DDOT doing to improve its response to requestors?

Please provide the number of service requests received by category of request for FY 2021.

DDOT received 61,592 service requests in FY2021. That compares to 69,359 requests in FY 2020. Please see the following table for the numbers by category.

Category	# of SRs Received in FY '20	# of SRs Received in FY '21	% Change from FY '20 - FY '21
Alley Repair Investigation	839	831	-1%
Bicycle Services	282	458	62%
Bus/Rail Issues	276	288	4%
Parking Meter Repair	13,960	8,586	-38%
Pothole	4,487	3,423	-24%
Resident Parking Permit	145	614	323%
Roadway Repair	1,511	1,385	-8%
Roadway Signs	11,959	9,547	-20%
Roadway Striping / Markings	1,131	1,156	2%
Sidewalk Repair	4,445	4,336	-2%
Streetlight Repair Investigation	9,732	10,652	9%
Traffic Safety Investigation	1,479	1,628	10%
Traffic Signal Issue	3,406	3,624	6%
Tree Inspection	6,751	6,110	-9%
Tree Planting	2,812	2,332	-17%
Tree Pruning	3,328	3,531	6%
Tree Removal	2,231	2,118	-5%
Utility Repair Issue	585	973	66%
Total	69,359	61,592	-11%

Please provide statistics on responsiveness to these requests.

Of the 61,592 requests received in FY 2021, DDOT has closed the request and met the Service Level Agreement (SLA) 72% of the time; up from 69.89% in FY 2020. There are an additional 10% still open and within the SLA. Therefore, DDOT has the potential to meet the SLA 82% of the time for requests received in FY 2021.

311 Status		Definition
Met	Closed 311 Service Requests that met the SLA	72% (44,059 requests)
Missed	Closed 311 Service Requests that missed the SLA	12% (7,690 requests)
Open	Open 311 Service Requests that are within the SLA	10% (6,347 requests)
Overdue	Open 311 Service Requests that are overdue	6% (3,496 requests)

Has the response time for service requests decreased or increased in the last year?

DDOT has continued to improve processes to resolve and close 311 service requests from several angles. DDOT has streamlined service request closure process by revising the Standard Operation Procedures (SOP). Technology improvements are implemented to identify duplicate service requests and associate them into one work order. Since the beginning of the public health emergency, DDOT pivoted some employees from their normal work into a Quality Assurance/Quality Control (QAQC) role to identify completed work and close associated service requests. In addition, DDOT has been working towards cleaning up backlog service requests.

The average and median response time for service requests increased in FY 2021, mostly due to the efforts to clean up backlog service requests.

See the chart below:

	FY 2020	FY 2021
Average Business Days to Close a 311 SR	104	172
Median Business Days to Close a 311 SR	3	5

FY in which 311 SR was closed	FY in which 311 SR was created	Average number of Weekdays to Close a 311 SR	Median number of Weekdays to Close a 311 SR	# of Requests
FY 2020	FY 2018	492	491	2,691
	FY 2019	196	197	11,170
	FY 2020	12	1	51,772
FY 2021	FY 2018	758	761	2,348
	FY 2019	487	490	5,425
	FY 2020	199	194	10,880

What is DDOT doing to improve its response to requestors?

DDOT Performance Management Division (PMD), on behalf of the Office of the Director, facilitates a quarterly 311 performance briefing meeting with all chiefs and Associate Director/Division Managers to discuss service delivery and performance improvement. After-Action Reports are sent out for teams to take actions to implement changes discussed at the meetings. Between these meetings, the PMD works directly with all DDOT programs to track and analyze performance data and evaluate and improve business processes. Together the effort is yielding improvements in overall work processes and data collection. In addition, the Director continues to hold specific deep dive reviews of programs where we are able to understand how programs are operating. This has led to improvements across several programs and allowed the executive team to adjust budget and staff to help where the specific improvements have been identified. Additional in-field technology improvements coming online in FY22 will also help improve response time.

35. Please provide a **list AND a map** identifying the location and length of all sharrows, cycle tracks, and bicycle lanes in the District. Please also identify how much of the District’s bicycle infrastructure is contiguous.
- Please provide a list AND a map, identifying the location and length of all bicycle infrastructure the agency installed in FY 2021, and all bicycle infrastructure work currently underway or scheduled for installation in FY 2022, FY 2023, FY 2023, and FY 2024, with projected timeline for completion of each part.

Appendix 35a Part 2 includes a list of constructed and proposed bicycle facilities for the years requested.

Appendix 35b Part 2 contains a map of existing and proposed bicycle facilities categorized by fiscal year through 2024.

A corresponding table is included for the proposed bikeways.

DDOT has conducted analysis utilizing the bicycle level of traffic stress (LTS) methodology. LTS evaluates the impact of traffic on a bicyclist’s experience and its analysis results classify streets into one of four “stress levels” for bicycling, with LTS 1 being the least stressful. DDOT calculated the number of census blocks and jobs connected on the LTS 1 and 2 bike network. Further analysis could potentially identify origin and destination points on a low stress bike network and the number of trips connected. DDOT continually strives to improve connectivity of bike facilities and a number of DDOT’s newest bike lane projects improve connections to existing bike lanes. For example, new protected bike lanes (PBLs) in SW and SE DC (1st St and Potomac Ave) connect to the new Frederick Douglass Memorial Bridge. Downtown, the new PBLs on K St connect NoMa and the Metropolitan Branch Trail to Mount Vernon Triangle/Chinatown.

Existing Bikeways

Total Bike Facility Mileage is now 103 miles (not including sharrows)

Facility Type	Length (Miles)
Bike Lane	79
Protected Bike Lanes	24
Sharrows	20.7

36. Please describe all actions that the agency has taken in FY 2021 and FY 2022, to date, to improve pedestrian and bicycle safety.
- Please describe DDOT's process for evaluating whether to convert temporary traffic calming devices, such as flexiposts, into permanent, concrete-engineered infrastructure? Please share a list of DDOT flexipost installations (turn hardening, curb bump-outs, etc.) that have been converted to permanent concrete infrastructure.

People on our streets who are not in vehicles are at special risk in the case of any incident, and the Vision Zero initiative aims to reduce the likelihood of injury and death through redesign and reorientation of roadway design. People should feel and be safe on our streets, whether they are walking, exiting a vehicle, cycling, or using a wheelchair. During Fiscal Years 2021 and 2022 to date, DDOT has undertaken the following actions to increase safety for these vulnerable road users:

- Constructed 7.5 miles of protected bike lanes and 2.5 miles of standard bike lanes in FY21 as part of DDOT's 20x22 pledge to dramatically improve safety for people on bikes.
- Installed tailored safety improvements to more than 100 intersections as part of a summer safety program.
- Continued to improve and expand the ATE program, to manage speeds on key arterials, saving lives and reducing injuries.
- Continued elimination of dual left-turn conflicts at intersections all around the District.
- Added black and yellow rubber curbs to centerlines and in intersections to create left turn hardening to slow down cars as they enter crosswalks at additional locations.
- Expanded Leading Pedestrian Intervals that give people time to establish themselves in the crosswalk to approximately 75% of all signalized intersections in the District.
- Prohibited Right Turn on Red at additional intersections to reduce conflicts.
- Improved pedestrian safety facilities around new development through coordination with developers around the District.
- Installed new signals or upgraded signals around the District to improve crossing times and safety for those on foot.
- Held monthly meetings of the Major Crash Review Task Force.

DDOT has established a robust practice over the past several years of installing temporary or tactical improvements to quickly deliver safety measures that could otherwise take several years to install, with much greater resource requirements. This approach has now become standard among city transportation departments across the United States and around the globe.

DDOT does not currently have any system-wide plan to convert our temporary/tactical treatments to permanent installations. For typical capital projects that go through preliminary engineering, design, and construction, we always use permanent treatments (*i.e.*, concrete) unless there are issues such as drainage or catch basins that would unacceptably impact the project budget. For small-scale safety improvements, we regularly install temporary/tactical treatments as they allow us to deploy to many more locations than a comparable permanent installation. There are many intersections that can benefit from temporary improvements that we have not yet touched and DDOT is prioritizing intersections that have not yet received even temporary improvements over any plan to convert existing ones to permanent installations.

However, DDOT has upgraded some installations on streets including on Maryland Avenue NE where flexposts and pavement markings were replaced with permanent materials including brick and granite curbs. This project closed slip lanes and added curb extensions to the streetscape. DDOT is also building permanent curb extensions out of concrete at Florida/9th/U Street NW as well as installing more concrete pedestrian refuge islands across the District.

Additionally, DDOT is now using concrete wheel stops as a standard treatment for protected bike lanes as well as multi-ton concrete blocks in many bike lane projects including 15th Street NW south of H Street NW, New Jersey Avenue NW between M Street SE and Tingey Square, and 4th Street NW/SW between Madison and Jefferson Drives.

Lastly, DDOT received federal funding to complete a study to prioritize and examine the feasibility of upgrading tactical curb extensions to permanent curb and gutter. The study is expected to begin in late 2022 and will initiate an ongoing procedure and evaluation for upgrading tactical installations to permanent ones.

37. Please list the number and location of collisions involving pedestrians, bicyclists, and scooter users in the past 3 years, including the number of injuries and fatalities associated with each type of collisions.

- Has DDOT identified any trends in these collisions? If so, please explain.
- For each collision resulting in hospitalization in calendar year 2021, please describe how the collision occurred.

Has DDOT identified any trends in these collisions? If so, please explain.

The recent increase in traffic fatalities appears to stem from an overall increase in severity of crashes across the District, likely due to reduced congestion resulting in higher speeds for drivers.

Overall injuries to people *outside* of vehicles **went down** since the onset of the COVID-19 pandemic in 2020. The annual average number of people injured while walking in the District decreased 44% during the COVID-19 pandemic, from 971 per year in 2017–19 to 542 per year in 2020–21, based on crashes reported to MPD. The annual number of people injured while riding a bicycle decreased 51 %, from 541 per year (2017–19) to 266 per year (2020–21). At the same time, fatalities among people walking went down slightly in 2020, to 10 from an average of 12 in the preceding three years, and deaths among cyclists also went down slightly from an average of two in the preceding three years to one during 2020.

Despite an overall decrease in reported injuries, in 2021, fatalities among pedestrians were higher than pre-pandemic averages, at 17 lives lost compared to the average of 12 in 2017–19. The severity and likelihood of dying from a motor vehicle crash for people outside a vehicle are known to increase exponentially with speed at the time of impact. In the wake of significant changes in the proportion of the population working from home, as well as school closures changing peak travel patterns, it is likely that the increase in average travel speed under free-flow conditions explains the increased severity of reported crashes between drivers and people walking and cycling during the COVID-19 pandemic.

In order to manage speeds more effectively and reduce the likelihood of fatal crashes, during FY21 DDOT has dramatically increased the number of speed humps installed on local streets and increased the footprint of the automated traffic enforcement on arterials. DDOT has also coordinated with MPD to ensure that enforcement is targeting areas near schools and at high-crash intersections within each Police District.

DDOT has prioritized speed management on several upcoming capital projects, which will include road diets and other measures that will

generally reduce speeds on our arterials, where 66 percent of injuries and fatalities occur.

For each collision resulting in hospitalization in calendar year 2021, please describe how the collision occurred.

For a list of all pedestrian and cyclist crashes, please refer to **Appendix 37 Part 2**, which includes tabs with the number and locations of crashes, trends, and narratives for crashes involving hospitalization.

38. Please identify the most dangerous intersections for vehicle, bicycle, scooter, and pedestrian crashes over the past 3 years.
- Please provide an update on the top 10 pedestrian crash locations identified in 2021.
 - Please provide an update on the top 10 bicycle crash locations identified in 2021.
 - Please provide an update on the top 10 scooter crash locations identified in 2021.
 - Please provide an update on the top 10 vehicle crash locations identified in 2021.

DDOT ranks the safety performance of intersections using a formula called the Crash Composite Index. The formula considers the severity of injury crashes that occur at an intersection, the frequency (or total number of annual injury crashes), and the rate of injury crashes (the share of such car crashes that occurred out of the total number of cars that traveled through the intersection, for example). The Crash Composite Index is multi-modal, and accounts for crashes involving people walking, biking, and operating motor vehicles.

Appendix 38 Part 2 provides 2021 data and 2019-2021 data (by mode) for the frequency of injury crashes ranked by the Crash Composite Index. Please note that for scooter crashes, we are using frequency data, and no intersections have had more than two scooter crashes. Therefore, all crash locations for that mode have been listed.

39. Please provide a list of the intersections DDOT has identified in its site assessments for “high crash” intersections in FY 2020 and FY 2021.

- Please describe the improvements planned and in progress for these intersections.
- Please describe the status of the plans for each site improvement.

In 2021, DDOT piloted a new project that highlighted safety improvements at more than 100 locations throughout the District, including 25 that were based on high crash levels at those intersections. The Highway Safety Improvement Program (HSIP) is a federally supported safety program that is shaped around specific countermeasures given crash patterns in those locations. The project team conducted technical reviews and site visits at each location as they prepared a specific design for the intersection. A full list of the 25 project sites is provided below. More details on the types of improvements, progress, and project status can be found at DDOT’s Summer Safety Project Dashboard located here:

<https://www.arcgis.com/apps/dashboards/09c7b80de6fe4e35858af711be99fb1>

The chart below provides of intersections DDOT has identified in its site assessment for “high crash” intersections FY 2020 and FY 2021:

Intersection	HSIP Year
18TH ST NW & M ST NW	2021
H ST NW & 6TH ST NW	2021
MASSACHUSETTS AVE NW & 18TH ST NW	2021
MASSACHUSETTS AVE NW & MASSACHUSETTS AVE NE & NORTH CAPITOL ST BN	2021
MICHIGAN AVE NW & 1ST ST NW	2021
NORTH CAPITOL ST BN & MISSOURI AVE NW & RIGGS RD NE	2021
PENNSYLVANIA AVE NW & 7TH ST NW	2021
14TH ST NE & EVARTS ST NE & MONTANA AVE NE & RHODE ISLAND AVE NE	2021
14TH ST NE & H ST NE	2021
14TH ST NW & L ST NW	2021
19TH ST NW & L ST NW	2021
ALABAMA AVE SE & BRANCH AVE SE	2021
ALABAMA AVE SE & GOOD HOPE RD SE	2021
ALABAMA AVE SE & WHEELER RD SE	2021
I ST NW & 23RD ST NW	2021
MARTIN LUTHER KING JR AVE SE & HOWARD RD SE & SHERIDAN RD SE	2021
MARYLAND AVE NE & 15TH ST NE & BENNING RD NE & BLADENSBURG RD NE & H ST NE	2021

MICHIGAN AVE NE & 4TH ST NE	2021
MICHIGAN AVE NE & FRANKLIN ST NE	2021
V ST NE & 25TH PL NE & BLADENSBURG RD NE	2021
13TH ST NE & H ST NE	2021
BENNING RD SE & SOUTHERN AVE SE	2021
GEORGIA AVE NW & 7TH ST NW & FLORIDA AVE NW	2021
I ST SE & I ST SW & SOUTH CAPITOL ST BN	2021
STANTON RD SE & SUITLAND PKWY SE	2021

40. Please provide an update on DDOT efforts to minimize bike lane obstruction. Is DDOT obtaining and using data on bike lane obstruction to guide planning for increased bike lane protection?

DDOT has shifted its approach to bike lanes on arterial streets over the past several years and considers “protected” bike lanes that have a physical barrier along the bike lane edge as the preferred treatment for higher volume/higher speed roads. This treatment makes obstructing the bike lanes with a motor vehicle more difficult. DDOT is upgrading protection to existing bike facilities that meet the criteria for protection, and in some cases, upgrading whole corridors to have protected bike lanes rather than regular lanes (4th SW, 6th St NE, Park NW, Warder NW, etc.).

Enforcement and driver compliance with existing law are key to the overall efforts to keep bike lanes clear, and in service of that, DDOT is preparing to install camera parking enforcement to Circulator buses to assist in enforcement practices. The increase in financial penalty for blocking the bike lane citations is also an important deterrent that we see as having an additive effect.

DDOT does not actively track the frequency of bike lane blocking—a challenging task since it happens citywide and can be quite brief, but no less disruptive to people using bike lanes. This makes it challenging to quantify if enforcement and design interventions are having an effect; however, qualitatively, the public seems to agree that protected bike lanes are better at staying clear than traditional bike lanes, and we now consider these the minimum viable type of facility for the kind of streets that most frequently have obstructions.

41. How was the Vision Zero Pedestrian and Bicycle Safety Fund used in FY 2021 and FY 2022, to date? Please be specific.

In FY2021, the Vision Zero Special Purpose Revenue fund funded a diverse set of interventions to improve traffic safety in the District. Two separate Open Streets events were supported: on Martin Luther King, Jr. Avenue SE and on Georgia Avenue NW. BIDs received a small grant to improve facilities to support cycling. Multiple quick-build safety projects were supported through installation. A larger, multi-year contract for safety project development on high-injury corridors was also supported.

In FY2022, this fund will support ADA compliance at pick-up and drop-off zones, an important innovation that has reduced chaos near restaurants, especially during COVID-19. The budget will also support targeted installation of traffic calming and bike racks, as well as outreach to improve safe cyclist behaviors. Finally, the fund will continue to support the multi-year contract for safety project development on high-injury corridors.

42. Please provide a **list or map** identifying the location and length of all trails in the District. Please also identify how much of the District's trail infrastructure is contiguous.
- Please provide a list, identifying the location and length, of all trail infrastructure the agency installed in FY 2021, and all trail construction work currently underway or scheduled in FY 2022 and FY 2023.

The following is a list of all existing trails in the District:

Trail Name	Primary Responsibility	Mileage
Anacostia River Trail East Bank	DDOT/NPS	7.27
Anacostia River Trail West Bank	DDOT/NPS	4.26
Anacostia Riverwalk Trail	DDOT	1.1
Bolling AFB Waterfront Trail	DOD	1.11
C&O Canal Towpath	NPS	4.92
Capital Crescent Trail	NPS	3.64
Ft Circle Parks Trail	NPS	4.09

Georgetown Waterfront Park Trail	NPS	0.47
Kingman Island Trail	DOEE	0.6
Klingie Valley Trail	DDOT	0.66
Malcolm X Trail	DDOT	1.20
Marvin Gaye Trail	DDOT	2.39
Metropolitan Branch Trail	DDOT	4.49
Mount Vernon Trail	NPS	1.65
National Capitol Grounds	AOC	0.64
National Mall Trails	NPS	10.4
Oxon Cove Trail	DDOT	0.15
Oxon Run Trail	DDOT	3.52
Pennsylvania Ave SE Trail	DDOT	0.97
Rock Creek Trail	NPS	5.57
Rose Park Trail	NPS	0.45
South Dakota Ave Trail	DDOT	0.52
Suitland Parkway Trail	DDOT	1.97
	Total Trail Mileage	62.04

The below is a list, identifying the location and length, of all trail infrastructure the agency installed in FY 2021, and all trail construction work currently underway or scheduled in FY 2022 and FY 2023. DDOT currently has 7.9 miles of trail under construction, 7.55 miles of trail in design, and 5.75 miles of trail in planning.

Title	Project Stage	Status / Next Steps	Ward	Anticipated Construction Timeline	Mileage
Metropolitan Branch Trail – Eastern Ave	Complete	Project construction completed in June 2022	4	2021	0.1
Met Branch Trail - Brookland - Fort Totten	Construction	Complete construction expected in February 2022.	5	2022	0.5
Rock Creek Trail Improvements (DDOT sections)	Construction	Construction completed on 4/7 stages.	1,2,3,4	2021-2023	3.5
Frederick Douglass Bridge Project	Construction	Construction completion expected in 2022. Trail on downstream side of the bridge is open.	6,8	2021-2022	2.7
Malcolm X/ I-295 Shared Use Path	Construction	Construction completion expected in 2022. Naming legislation expected in 2022.	8	2020-2022	1.2
Rock Creek Trail/Kennedy Center Access (TR Bridge Tunnel)	Construction	Construction underway by NPS/FHWA.	2	2022	0.6
Met Branch Trail - Fort Totten - Takoma	Final Design	Preparing construction solicitation.	4	2022-2023	1.9
South Capitol Street Trail	Final Design	Coordinating ROW and property issues with AOC. 95%	8	2023-2024	3.8

		Design complete.			
Aspen St NW Trail	Final Design	Final design expected in 2022 pending removal of sheds.	4	2022-2023	0.4
Arboretum Bridge and Trail	Final Design	Approaching 65% design. Awarded \$6million Federal Lands Access Program Grant for Construction	5,7	2022	0.3
Met Branch Trail - Takoma Area	Preliminary Design	Preliminary design underway for Western Alignment from Blair Rd NW to Piney Branch Rd NW.	4	2023	0.5
Anacostia River Trail - Kenilworth South	Preliminary Design	Awarded FLAP grant funding for design. Project being merged with Arboretum Bridge and Trail for design.	7	2023	0.65
Suitland Parkway Trail Rehabilitation	Planning	Design for trail rehabilitation and expansion.	8	2024	1.7
New York Avenue Trail	Preliminary Design	Environmental compliance and ROW review in 2022. Construction phasing to be coordinated with VRE	5,6	2025 - 2026	2.1

		Midday Storage Yard, expected 2024-2026			
Arizona Avenue to Capital Crescent Trail Connection	Planning	Design for trail connection on NPS land, in negotiation with NPS on process.	3	TBD	0.25
Ft Lincoln - ART Connector Trail	Planning	Coordinating with future improvements to New York Avenue/US-50 Bridge	5	TBD	0.5
Marvin Gaye to Anacostia River Trail connector segment	Planning	Scoping preliminary design	7	TBD	0.4
ART - Arboretum Bridge to Maryland Ave	Planning	Scoping feasibility study. Coordinating with USDA National Arboretum and NPS.	5	TBD	0.8
Shepherd Branch Trail	Planning	Project remains on-hold due to Right-of-Way.	7,8	TBD	4.91

In December 2021, Mayor Bowser approved the moveDC plan update, which was transmitted to Council in January 2022. As a part of this plan, DDOT released the Bicycle Priority Network, which includes existing trails. The map can be found on the Bicycle Priority Network Page of the moveDC website here: <https://movedc.dc.gov/pages/bicycles>.

43. Please provide an update on the Metropolitan Branch Trail project. Did the timeline, budget, or scope of the project change in FY 2021 or FY 2022, to date?

Metropolitan Branch Trail Brookland to Fort Totten:

The design-build contract for this segment of trail was awarded to Potomac Construction and notice to proceed was issued on October 31, 2017. A groundbreaking was held in June 2018. The design has been completed for the project, and construction permits have been coordinated with CSX, NPS, and WMATA. Construction activity has been substantially completed along John McCormack Drive NE and is substantially complete between Gallatin Street NE and the Fort Totten Metro. Construction is currently underway near the Fort Totten Metro. The scope and budget of the project have remained the same, but the timeline for the project completion has been delayed and is now expected to be complete in February 2022. Construction and design have experienced delays from the contractor and is seeking to expedite the remaining tasks.

Metropolitan Branch Trail Fort Totten to Takoma:

The preliminary design for this segment of trail was completed in 2017. DDOT engaged the community in nine public meetings in 2017 that resulted in a supportive resolution from ANC4B in support of advancing the project. The community concern primarily regards the trade-off of replacing one lane of traffic on Blair Road with the Metropolitan Branch Trail. DDOT's design consultant is at the 95% phase of final design and expects to complete final design by February 2022. Construction activity is expected to begin in Fall 2022. Construction costs were included in the budget at \$18 million.

Metropolitan Branch Trail Blair Rd to Piney Branch:

The preliminary design for this section of trail, the final section of the Met Branch Trail in the District, began in 2021. This section of the project follows the Western Alignment through Takoma from the Metropolitan Branch Trail Environmental Assessment. The project will require acquisition of properties from WMATA along the Red Line between Chestnut Street NW and Piney Branch Road NW. The project held a public meeting in December 2021 and is expecting 30% design in Spring of 2022.

44. Please provide an update on Klinge Valley Trail with regard to the rehabilitation of the trail, the stormwater management plan, and tree replacement.

The repairs and improvements (*i.e.*, storm sewer repairs, installation of bollards to prevent vehicle access to the trail, landscaping improvements and drainage improvements) to the trail were completed in Fall 2020. The project is in the closeout phase. Minor ongoing repair to pavement and benches is ongoing.

45. Please provide an update on bicycle racks in the District.

- How many existing bicycle racks were damaged, destroyed, or lost in FY 2021?
- How many new or replacement bicycle racks did DDOT install in FY 2021?
- Please provide an update on DDOT's efforts to install additional bicycle racks, pursuant to the Shared Fleet Devices Amendment Act of 2020. Has DDOT identified a vendor for these racks, or selected locations for the new racks?

DDOT repaired 38 bike racks in FY 2021. An additional 20 bicycle racks were destroyed in crashes and all but six have been replaced.

In FY 2021, 921 bike racks were installed in the District: 729 installed by DDOT; 100 installed by BIDs; and 92 installed by private developments in coordination with DDOT, though this is certainly an undercount as it is difficult to track when developments come online.

In FY 2022, to date, 168 bicycle racks have been installed in the District: 162 installed by DDOT and six installed by BIDs. DDOT received 400 bicycle racks in October 2021 and is in the process of procuring 800 more, anticipating delivery in late winter or early spring 2022. DDOT has an extensive list of locations for bicycle racks and will install at least 1,000 racks this fiscal year in compliance with the Shared Fleet Devices Amendment Act of 2020.

46. What is the status of the Capital Bikeshare Program? Please include:
- The number and location of stations that currently exist.
 - The number and location of stations that DDOT added and removed in FY 2021.
 - The number and location of stations that DDOT has added or plans to add in FY 2022.
 - The number and location of requests for new bike stations.
 - Plans for introducing bikes for the disabled.
 - The number of active annual members and active monthly members in FY 2019, FY 2020, and FY 2021.
 - Any plans DDOT has to keep Capital Bikeshare viable and competitive despite losing users to other means, such as dockless bikes or scooters.
 - During 2021, the Committee received extensive outreach from residents regarding delays—often days-long—in Capital Bikeshare replenishing stations in areas of the District outside of the downtown area and central District. How what action did DDOT take in response to these complaints during FY 2021? What is needed to allow for more efficient redeployment of bikes?

The number and location of stations that currently exist.

There are 670 stations in the system and 336 of them are located in the District.

The number and location of stations that DDOT added and removed in FY 2021.

DDOT added 12 Capital Bikeshare Stations in FY 2021. No stations were removed. Stations were added to the following locations:

- 21st & G Street NW
- 4th & G Street SW
- Kansas Avenue & Longfellow Street NW
- 2nd & V Street SW
- 1st Street & Potomac Avenue SE
- 3rd & M Street SE
- 20th Street & Columbia Road NW
- 53rd & D Street SW / C.W. Harris Elementary
- Anacostia Roller Skating Pavilion
- St. Elizabeths West Campus/DHS
- Metropolitan Branch Trail & Bryant Street NE
- White House

Additionally, DDOT replaced the station at Good Hope & Naylor Road SE with brand new equipment as part of its state of good repair efforts in FY 2021.

The number and location of stations that DDOT has added or plans to add in FY 2022.

DDOT has added five stations to date in FY 2022:

- 8th & V Street NW
- 17th & P Street NW
- Arizona Avenue & MacArthur Boulevard NW
- 11th & V Street NW
- 4th Street & Florida Avenue NE

DDOT has expanded the following stations to date in FY 2022:

- Anacostia Metro (11 -> 19 docks)
- Columbia Road & Georgia Avenue NW (19 -> 27 docks)
- 14th Street & Otis Place NW (19 -> 27 docks)
- 11th & Kenyon Street NW (27 -> 39 docks)
- Park Road & Holmead Place NW (19 -> 35 docks)
- 10th & Monroe Street NE (15 -> 19 docks)

DDOT replaced the following stations with brand new equipment as part of its state of good repair efforts to date in FY 2022:

- Anacostia Metro
- Good Hope Road & MLK Avenue SE
- Columbia Road & Georgia Avenue NW
- 11th & Kenyon Street NW
- Park Road & Holmead Place NW
- 10th & Monroe Street NE
- 10th & H Street NE

DDOT plans to add the following stations in the remainder of FY 2022:

- 1st & L Street NW
- 1st & Q Street SW
- 5th & Morse Street NE
- 49th & Brooks Street NE / Kelly Miller Pool
- 55th & East Capitol Street NE
- Anacostia Avenue & East Capitol Street NE
- Central & Southern Avenue SE
- Fort Davis Community Center
- Fort Lincoln Drive & 33rd Place NE
- Foxhall Road & Whitehaven Parkway NW / GWU Mt. Vernon
- Hillcrest Recreation Center
- New Jersey Avenue & H Street SE
- Rose Park
- Sibley Hospital
- South Dakota Avenue & Rhode Island Avenue NE
- South Dakota Avenue & Bladensburg Road NE
- South Dakota Avenue & Decatur Street NE
- South Dakota Avenue & Galloway Street NE
- South Dakota Avenue & Perry Street NE
- South Dakota Avenue & Webster Street NE

Some locations may change based on priority and complications due to COVID-19.

Additionally, DDOT plans to replace the remaining 107 of its original stations from the system's launch in 2010 and 2011 to maintain a state of good repair.

The number and location of requests for new bike stations.

Due to a technical issue with our public request website <http://www.cabistations.com>, DDOT handled station requests through email at info@godego.com. Through this method, DDOT received dozens of requests that covered all eight Wards. DDOT also received less than 10 requests for station maintenance from the Golden Triangle BID via DC311. DDOT is developing a new public request website that should be online in FY22.

Plans for introducing bikes for the disabled.

Independently of the Capital Bikeshare program, DDOT plans to launch an Adaptive Bike Program. Hand tricycles, recumbent tricycles, cargo-bikes, and tandems will be offered for short term rental from a brick-and-mortar location within the District. In 2019 DDOT conducted public outreach, including survey tools and stakeholder meetings. DDOT staff investigated similar programs in peer cities including Portland, OR and Detroit, MI. DDOT staff toured possible locations at Department of Parks and Recreation facilities as well as DDOT facilities. DDOT received funding for an Adaptive Bikeshare program in in the FY22 Mayor's Budget. These funds were made available as a grant opportunity with a request for applications published in September 2021. The grant would have provided funding for a nonprofit partner to develop and implement an Adaptive Bikeshare program out of the DDOT-owned Bike Center at Union Station. Market research indicated multiple nonprofits in the District were interested in such a grant opportunity. Unfortunately, no nonprofits applied for the grant. DDOT is now in discussions with its Capital Bikeshare operations contractor to modify the existing Capital Bikeshare contract to have DDOT's current Bikeshare operations contractor to manage an Adaptive Bikeshare program like the one outlined in the grant. DDOT staff are confident that an Adaptive Bikeshare program can be launched in the summer of 2022.

The number of active annual members and active monthly members in FY 2021

Systemwide: At the start of FY21 there were 25,980 Annual Members, which fell to 22,881 in April 2021 before increasing to 25,674 at the end of FY21. Monthly membership numbers stayed between 260 and 51, depending on the month.

In DC: At the start of FY21 there were 16,509 Annual Members from the District, which fell to 14,022 in April 2021 before increasing to 14,858 at the end of FY21. Monthly membership numbers stayed between 89 and 23, depending on the month.

Any plans DDOT has to keep Capital Bikeshare viable and competitive despite losing users to other means, such as dockless bikes or scooters.

DDOT remains committed to Capital Bikeshare, which retains its core of annual members despite the proliferation and popularity of dockless bike and scooter options. To remain viable and competitive, DDOT has negotiated new marketing services into its contract with the operator of Capital Bikeshare, which led to immediate growth in annual membership levels before the public health emergency caused a sustained decline in travel across all modes. DDOT also has continued to expand Capital Bikeshare stations into new and underserved areas of the District. Most impactful, DDOT reintroduced e-bikes to the Capital Bikeshare fleet on July 8, 2020. The e-bike launch started with 50 bikes deployed in areas to support essential trips. We now have approximately 600 e-bikes, with 2,500 ultimately planned for deployment. Response to the e-bike launch has been very positive. E-bikes are averaging twice the number of daily trips as regular Capital Bikeshare bikes. Despite being less than 10% of the CaBi fleet, e-bikes have provided more than 20% of trips since launch. E-bikes also attract a large number of non-member riders which Bikeshare marketing contractors are working to convert to long term members. The strength of e-bike ridership is a strongly positive sign for CaBi's post-pandemic recovery potential.

During 2021, the Committee received extensive outreach from residents regarding delays—often days-long—in Capital Bikeshare replenishing stations in areas of the District outside of the downtown area and central District. How what action did DDOT take in response to these complaints during FY 2021? What is needed to allow for more efficient redeployment of bikes?

Several compounding factors, rooted in the pandemic, resulted in poor bike availability in certain District neighborhoods, mostly in Wards 1 and 3. The first factor is that there is still a sustained decline in PM commuting trips due to the ongoing popularity of telework. Historically, the PM commute brought bikes out of the downtown core and back into the neighborhoods. That PM outflow of bikes was much weaker in 2021. Compounding this weak outflow of bikes from high density areas is the topography of the most bike-poor areas. The areas with poor bike availability are all uphill from most destinations. Finally, the other major compounding factor is a low number of total bikes in the Capital Bikeshare system. Due to global supply chain disruption, it now takes our

bike supplier 11 months to deliver bikes. Once additional bikes are procured and deployed, bike availability should improve systemwide. Until that time, DDOT has taken several steps to address these concerns. DDOT directed its contractor to increase bike rebalancing to the areas with low bike availability. (Note that DDOT's contractor services all seven of the Capital Bikeshare member jurisdictions. Rebalancing efforts in the District expanded to the point where these affected areas were receiving more rebalancing than Arlington, Alexandria, Prince George's County, and Falls Church combined.) Capital Bikeshare implemented a dynamic rebalancing algorithm that is both predictive and responsive to user demand, but also allows us to designate priority areas, which should help us better resolve bike supply issues. We also launched a new and improved Bike Angels experience that is rewarding users for taking rides that help the system with prizes and ride credits. Additionally, DDOT directed its contractor to create an all-day staffed bike valet in Columbia Heights in August and September to help with bike availability. DDOT staff have been adding dock capacity by expanding stations in the affected areas to help resolve the capacity issues long term.

47. What is the status of the shared dockless bikeshare program? Please include:

- A list of companies participating in the program.
- The number of bikes each company has deployed.
 - i. The number of complaints DDOT has received about dockless bikes for each month over the last 12 months. Please identify how many dockless bike operators there were for each month.

In 2021, DDOT permitted two dockless bike operators with year-long permits. Jump was permitted with 2,500 dockless vehicles. Helbiz was permitted for 1,470 bikes. Helbiz had fleet issues and chose to remove their vehicles from the right-of-way in April 2020. Helbiz was not able to deploy any vehicles and their permit was terminated in August 2021.

In 2022, DDOT permitted one dockless bike operator with a six-month extension of a permit. Jump was permitted with 2,500 dockless vehicles

Month	# of complaints	# of operators
January 2021	0	2
February 2021	0	2
March 2021	0	2
April 2021	2	2
May 2021	1	2
June 2021	0	2
July 2021	1	2
August 2021	2	2
September 2021	3	1
October 2021	0	1
November 2021	1	1
December 2021	2	1

48. What is the status of the shared dockless scooter program? Please include:

- A list of companies participating in the program.
- The number of scooters each company has deployed.
- The number of complaints DDOT has received about dockless scooters for each month over the last 12 months, by issue type and vendor. Please identify how many dockless scooters operators there were for each month.

DDOT has extended 2019 permits for dockless scooter operators through June 30, 2022 because of the ongoing public health emergency.

DDOT renewed the below companies permits through June 30, 2022. Companies were granted fleet increases based on the fleet increase criteria as found in current regulations. The fleet sizes as of January 20, 2022, are as follows:

Company	Permitted Number of Scooters
Bird	1,370
Lime	2,500
Lyft	1,620
Helbiz	2,500
Spin	2,500

Below are the number of complaints DDOT received in CY2021, and the number of operators for each month.

Month	# of complaints	# of operators
January 2021	0	6
February 2021	0	6
March 2021	4	6
April 2021	5	6
May 2021	1	6
June 2021	2	6
July 2021	2	6
August 2021	8	5
September 2021	3	5
October 2021	37	5
November 2021	29	5
December 2021	14	5

49. What is the status of DDOT's work to rebid the District's dockless scooter permits? What is the estimated timeline for that solicitation—when will the new permittees be selected?

The dockless program operates through a permit program, not a procurement process. Therefore, there will be no solicitation. DDOT expects the permit process to open in Spring 2022, pending the publishing of final rulemaking related to shared fleet devices, also expected in the Spring.

50. Please provide an update on DDOT's implementation of the recently passed Shared Fleet Devices Amendment Act of 2021.

- When does DDOT anticipate it will release regulations necessary to implement the new law?
- Have the lock-to requirements, speed restrictions, or other measures in this or other legislation presented any challenges or unintended consequences in implementing the shared fleet program or the safety of shared fleet users and other road users?

We have been working on a second proposed rulemaking for shared fleet devices, which is expected to be published by the end of the second quarter of FY22.

The lock-to requirements were implemented as required in the Shared Fleet Devices Amendment Act of 2020. One challenge has been that the

requirements in the legislation mean that a rulemaking is necessary for permitting and thus delayed DDOT in permitting new operators for 2022.

51. Please identify any reports, studies, or regulations due to the Council in FY 2021, whether the deadline was met and, if not, why. Please also identify any outstanding reports, studies, or regulations due to Council from previous years, and why they remain outstanding.

See **Appendix Q33** from Part 1 of the Pre-Hearing Questions.

52. Please provide an update, including any notable highlights you'd like to share, on the status of moveDC, the District's Long Range Multimodal Transportation Plan, including activities to publicize and disseminate the final report.

The moveDC update was officially approved in December 2021 and transmitted to Council in January 2022. Along with the Mayor's announcement of the plan in a press release, DDOT will be doing extensive outreach to ANCs and community members in the coming months to share more detailed information about the plan. The entire plan is also available on the moveDC website, <https://movedc.dc.gov/>.

53. The moveDC update notes the forthcoming creation of an equity assessment tool. Is there any information on the nature of this tool that can be shared at this point?

DDOT created and used an equity assessment tool in its FY 2023 budget formulation process. The information provided by this tool was used for funding allocation with the intent to prioritize DDOT projects that contributed towards a goal of greater transportation equity in the District.

54. The moveDC update includes new Mobility Priority Network maps. However, the plan states that these maps "do not show specific projects or improvements." The Vision Zero Enhancement Omnibus Act of 2019 requires DDOT to install sidewalks, protected bike lanes and bus lanes when doing major work on streets with planned upgrades as specified by moveDC. How does DDOT interpret this mandate for streets where mobility priority has been identified?

The Vision Zero Enhancement Omnibus Act, as introduced, tied moveDC projects to paving and public space permitting, using the project-based moveDC plan adopted in 2014. However, the 2021 update to moveDC,

which changed moveDC from a project-based plan to a strategic plan, began before the bill's introduction. In addition, several sections of the Vision Zero Enhancement Omnibus Act, including the section with this requirement, remain subject to appropriations.

DDOT is committed to building out our identified Mobility Priority Networks in accordance with our moveDC goals, one of which is safety for all roadway users.

55. Please provide any update on the Red Top Meter Program District-wide.

- Is DDOT pursuing any other initiatives to assist handicapped users of public parking?

DDOT implemented the accessible meter program in the Stadium Event Zone in June 2021 once parking enforcement resumed in earnest. The infrastructure for the accessible meter program in the Stadium Zone was installed in 2020, including conversion of meters to pay-by-plate (instead of pay-and-display), development of appropriate signage, and “All May Park, All Must Pay” stickers on meters.

In the Central Business District, DDOT is looking to reimagine the accessible meter program towards a more asset lite approach, much like the infrastructure that is in place in the Stadium Event Zone. The asset lite accessible meter parking does not use a red domed meter. The accessible meter spaces are marked by two red poles that are 110” in height, in addition to two ADA Pay-to-Park signs with pay-by cell-information. The adjacent pay stations to the accessible meter spaces are inspected and retrofitted/replaced to ensure the parking meter pay station is ADA accessible. This retrofit includes meter programming using Pay-by-Plate, allowing ADA customers (and all customers) to not have to return to their vehicle to place their proof of payment on the dashboard. This creates a more unified and simplified customer experience, allows for greater opportunity and flexibility in designating additional ADA spaces, and reduces operating costs for the program.

The incumbent parking meter contract has been modified as of FY20 to ensure all parking meter assets, regardless of location, are installed and operable to ADA standards, facilitating easier expansion of the program in the future. Furthermore, DDOT's Curbside Management Division increased oversight in the Development Review process to ensure ADA accessibility is integrated into the curb design and programming for any new developments.

56. What is the status of DDOT's Traffic Calming Assessment program? Please provide:

- A list of all Traffic Calming Assessment Application Petitions DDOT received in FY 2021 and FY 2022, to date, including whether the Petition was accepted or denied, the rationale for why the Petition was accepted and denied, and the status of any ongoing petitions.
 - The average length of time, in days, between DDOT's receipt of a Traffic Calming Assessment Application Petition and the implementation of traffic calming measures to address issues raised in the Application Petition.
- A list of the number, location (including ward), and type of traffic calming measures which were installed in the District in FY 2021 and FY 2022. In cases where DDOT installed speed humps or speed tables on collector or arterial roads, please specify what data informed these decisions.

DDOT received 1,747 TSI requests in FY2021 and 1,492 TSI requests in the first three and a half months of FY2022 (as of 1/18/2022), which includes requests for traffic calming (*e.g.*, speed humps, speed cameras, etc.) among other types of requests. Out of the total 3,239 requests, 1,137 were closed after review and 1,300 were closed due to resident/ANC lack of action. 802 more recent requests remain open for DDOT investigation. It should be noted that DDOT no longer requires petitions for speed hump requests and all such requests are made through submitting a TSI request via DC's 311 system. A complete list of all TSIs received in FY21 and FY22 to date, including status (*i.e.*, open vs. closed) and any associated work orders (*i.e.*, improvements) is provided in **Appendix Q56(a) Part 2**.

For installation of vertical traffic calming devices such as speed humps, DDOT initiates the investigation by conducting a site visit and checking feasibility and eligibility of such devices based on various criteria, including but not limited to roadway functional classification, traffic volume and speed, truck and emergency routes, roadway grade, drainage, utilities, distance from intersections and alleyways, etc. DDOT installs speed humps only on local roadways that are not on designated bus routes. On collector roadways and/or local roadways that are on designated bus routes, DDOT considers speed tables, which are better suited for roadways with higher volumes of traffic and higher bus and truck traffic. For traffic calming requests on high volume collector roads, as well as minor and principal arterials, DDOT evaluates traffic calming requests for automated traffic enforcement (ATE) cameras. Installation of raised crosswalks can be considered on minor arterials with ADT lower than 5,000 vehicles per day in unique circumstances following an engineering assessment. When vertical traffic calming and/or ATE are not

feasible or in cases where data shows that speeding is not a regular occurrence, DDOT works with the community to make other modifications and considers other traffic calming tools, such as Driver Feedback Signs (DFBs), speed limit signs, turn hardening, tactical curb extensions, and other roadway signs and pavement markings.

In FY21, DDOT installed 112 speed humps and speed tables and evaluated 55 requests for ATE, of which 28 sites were approved. Additionally, in FY2021, DDOT installed 33 DFB signs. As of 1/18/22, in FY22, DDOT has installed 235 speed humps and speed tables and evaluated 17 requests for ATE, of which four have been approved. It should be noted that as of December 2021, DDOT maintained a total of 132 ATE devices, including 41 red-light cameras, 83 speed cameras, six stop sign cameras, and two truck enforcement cameras and will see a new contract come to fruition this year. A detailed list of all locations and the type of traffic calming device can be found in **Appendix Q56(b) Part 2**.

For service requests received in FY21, on average, it took 100 weekdays for a work order to be issued, from the date the service request was received, and an additional 65 weekdays on average for the issued work order to be installed.

It should be noted that the time it takes to complete a TSI and any associated work varies based on the complexity and scope of the request, as well as many other factors such as the time of year. Several projects begin as traffic calming and may evolve into larger-scale projects at the neighborhood level. The assessment for those projects utilizes more resources and requires more time for completion. Additionally, the data collection is also limited to specific times within the year when representative data can be collected. In general, data collection is not conducted during the school summer vacation, holidays, weekends, winter weather events, or other times that create unusual traffic patterns. Finally, the implementation of safety measure could also be affected by the weather and experience slowdowns during winter. Lastly, lead times for receiving materials have caused significant delays at times during the COVID-19 pandemic.

DDOT generally does not recommend installation of vertical traffic calming devices on collector or arterial roadways with ADT (Average Daily Traffic) above 5,000 vehicles per day. Installation of speed tables on collector roadways with ADT less than 5,000 vehicles per day, assuming other installation feasibility criteria are met, is considered following the collection of 48-hour volume and speed data. Speed data is evaluated in

the context of Vision Zero based on the known dangers of increased travel speeds on safety, and particularly the safety of vulnerable users and engineering judgement is used to make the final decision in all cases. DDOT uses the following thresholds for guidance regarding speed tables on collector roadways:

- The observed average speed exceeds the posted speed limit by any amount, or
- The observed 85th Percentile speed exceeds the posted speed limit by 5 mph or more, or
- The observed 99th Percentile speed is 40 mph or above.

57. Please provide a list of Service Level Agreements (SLAs) for each DDOT-provided service on 311. For FY 2021, share what percentage of requests were closed out before or after each SLA time period.

See the chart below:

311 SR Type	Current SLA (in business days)	SRs Closed in FY 2021	
		Closed Met SLA	Closed Missed SLA
Alley Repair Investigation	270	40%	60%
Bicycle Services	60	42%	58%
Bus/Rail Issues	60	74%	26%
Parking Meter Repair	5	90%	10%
Pothole	3	69%	31%
Resident Parking Permit	60	75%	25%
Roadway Repair	270	37%	63%
Roadway Signs	130	33%	67%
Roadway Striping / Markings	270	31%	69%
Sidewalk Repair	270	37%	63%
Streetlight Repair Investigation	7	89%	11%
Traffic Safety Investigation	130	74%	26%

Traffic Signal Issue	2	7%	93%
Tree Inspection	5	98%	2%
Tree Planting	500	98%	2%
Tree Pruning	180	91%	9%
Tree Removal	180	94%	6%
Utility Repair Issue	60	91%	9%

Please note that service requests that are closed in FY21 may be submitted in earlier years. Please see our response to Question 34 for additional information.

58. Please explain the Traffic Safety Investigation (TSIs) process including:

- The process for receiving, reviewing and acting on requests
- How this process changed if at all in FY 2021
- A breakdown of FY21 Traffic Safety Investigations, including the number received by Ward, the number closed with action, the number closed without action, and the number that are still open. For TSI's closed without action, provide each 311 explanation for the close out that was provided in response.
 - The criteria for action on TSIs.
 - How DDOT balances competing considerations such as improving safety with negative impacts on Level of Service (LOS) for vehicles

Upon receiving TSI service requests via the 311 system, the intake team dispatches the request to the assigned engineer for the corresponding ward. Ward engineers perform desktop research and field investigation of the location to identify/confirm any safety issues and determine the need for, as well as the feasibility of various safety improvements and traffic calming features, based on roadway characteristics. Feasibility of various treatments depends on various factors, including roadway right-of-way, roadway grade, roadway curvature, manholes and utility infrastructure, curb and gutter/drainage inlets, streetlights, solar coverage, distance from traffic control devices, driveways/alleyways, and other roadway features, etc.

Depending on the nature of the request and the identified issues in the field, the engineers may also conduct traffic data collection studies. These studies could include intersection turning movement counts (including

pedestrians and bicycles), speed studies, analysis of crash records, compliance studies for traffic control devices, sight distance analysis, turning radius analysis, etc. Lastly, the engineers use a series of engineering manuals and guidelines such as DDOT Design and Engineering Manual (DEM), FHWA Manual on Uniform Traffic Control Devices (MUTCD), Highway Capacity Manual (HCM), Highway Safety Manual (HSM), AASHTO Greenbook, NACTO's Urban Design Guide and other engineering tools and GIS maps. Based on all the gathered information and using engineering principles and other jurisdictional policies, the engineers make an engineering decision on the most appropriate interventions that are feasible at the request location. Upon completion of the investigation and identifying the necessary action, the engineers proceed with design and production of work orders.

In FY2021 and prior, to initiate a TSI investigation, residents were required to:

1. Complete a 311 service request
2. Respond to a separate TSI questionnaire
3. Collect and submit an ANC endorsement letter

On November 1, 2021, DDOT launched a new TSI process that involved significant changes to the TSI process to streamline the intake process. The new standard operating procedure no longer requires a separate questionnaire or ANC endorsement letter, including for requests for vertical traffic calming devices (speed humps and speed tables). In addition, all TSIs will follow the 130-business days Service Level Agreement (SLA) for investigation and design (process explained above). Once design is complete, the service request is closed, and the requester is notified about the investigation findings and any planned improvements. Residents can use the TSI Dashboard to track the process from start to finish, including the installation status. Many TSI requests are complex and require review, data collection, or other investigations, and residents can see where their request is in the process on the dashboard.

The new process has substantially reduced the number of requests that were closed due to a lack of required documentation (questionnaire and/or ANC endorsement letter) and has enhanced the customer's experience. In addition, the ANC no longer needs to be involved at the start of the TSI intake process for DDOT to move forward with the investigation. However, DDOT continues to work with the ANCs and issue a Notice of Intent (NOI), for any improvements that require a Notice of Intent by District law.

TSI BACK LOG CLEARING PROGRESS

In June 2021, the overall TSI request backlog stood at 781, with a large majority of the outstanding requests exceeding the 130-business day SLA for TSI request resolution. Following the realignment of the TSI program, an unprecedented “all-hands-on-deck” approach was taken to expedite the review, engineering, and construction of the backlogged TSIs. This resulted in closing a total of 597 service requests that were initiated in FY2017 through FY2020 (including 82 service requests that were closed due to resident/ANC lack of action). It should be noted that this number is in addition to the 2,437 TSIs that were received and closed during FY2021 and FY2022.

A complete list of all TSIs received in FY2021 and FY2022, including status (*i.e.*, open vs. closed) and any associated work orders (*i.e.*, improvements) and the 311 explanations for the close-out that was provided is provided in **Appendix Q56(a) Part 2**. Below is a summary of the breakdown of number of TSIs by ward (pre-redistricting), that DDOT received in FY2021.

Ward	Work Order		No Work Order	
	Closed	Not Closed	Closed	Not Closed
Null	-	-	29	-
1	17	7	125	-
2	6	2	74	2
3	11	3	108	5
4	47	-	193	6
5	49	2	230	5
6	48	8	221	5
7	42	6	265	-
8	23	4	204	-
Grand Total	243	32	1,452	23

It should be noted that the criteria for action on TSIs depends on many factors, as explained in detail above, under the TSI process. Based on the nature of the safety issue at each location, the engineers use various engineering practices, manuals, and tools to identify and evaluate various solutions for their feasibility and effectiveness. Geometric and site-specific challenges and constraints may require DDOT to perform secondary evaluations and rely on engineering judgement to find alternative solutions. In that sense, every TSI is treated as a safety study, that in some cases, due to complexity of the issue and/or proximity to other outstanding TSIs, may result in much larger studies that require more data collection and resources to investigate, and to design and implement improvements in response. For example, upon receiving approximately 86 TSIs for Lincoln Road NE, DDOT identified the requests that could be addressed independently and in the short-term, while bundling the

remaining requests to be addressed as a corridor safety improvement project. This resulted in the addition of a subtask that was added under the North Capitol Corridor Project, to identify and implement safety improvements along Lincoln Rd NE in a more comprehensive and holistic manner.

When dealing with “competing considerations,” DDOT always prioritizes safety of all users, particularly pedestrians and bicycles, over any negative operational impacts (*i.e.*, Level of Service). Establishing No-Turn-On-Red (NTOR) and Leading Pedestrian Intervals (LPI) at many signalized intersections are examples of DDOT prioritizing the safety of pedestrians and bicycles over vehicular operational impacts. In the majority of cases, a vehicular capacity analysis is not performed or needed to make the necessary safety interventions. Only when TSIs for major and mostly signalized intersections are received, DDOT may perform capacity analysis to determine whether additional mitigations may be needed to counter any operational impacts of the safety improvements. This could include signal timing tweaks, adding storage to turn lanes, etc. In cases where vertical traffic calming devices (*e.g.*, speed humps) are requested on roadways that are along emergency and/or designated truck routes, or arterial roadways that carry heavy volumes of traffic (including heavy vehicles), DDOT considers other traffic calming and speed management tools in our toolbox (*e.g.*, automated traffic enforcement, physical and visual narrowing of travel ways, speed limit and driver feedback signs, etc.) to minimize adverse impacts on emergency response times and/or other unintended consequences, including diversion of traffic onto neighborhood streets and/or causing noise and vibration to residents' homes.

59. How many intersections have a “no right turn on red” sign? How many were implemented in FY 2021 and how has DDOT progressed on reaching its stated target number of intersections (101 announced in August 2019)?

DDOT did not maintain historic records of No Turn on Red (NTOR) restrictions prior to the installations that began in 2019 under the 100 pilot intersections. Since then, DDOT has completed installation of NTOR restriction at 126 intersections under two efforts; the 100 pilot NTOR project, and the 2021 Highway Safety Improvement Program (HSIP). These can be found in **Appendix 59 Part 2** on the first and second tabs. Also found in Appendix 59 Part 2, on the third tab, is the listing of the intersections that will receive NTOR under the HSIP effort in 2022 if they are not already existing.

In support of the Mayor’s commitment to restrict turns on red at 100 intersections in 2019, DDOT developed a GIS-based network screening

tool which attempted to mimic the FHWA Manual on Uniform Traffic Control Devices (MUTCD) study criteria. Our selected data attempted to infer the presence of characteristics, typically identified in field review, that would prioritize an intersection for NTOR.

In 2021, using current data, DDOT revisited this network screening approach to identify another 100 intersections for the installation of NTOR restrictions.

The following data were included in the screening tool:

- Complexity (MUTCD criteria A, B, F): Intersections with skew geometrics or more than four approaches introduce non-typical sight lines creating a potential for pedestrian visibility and intersection sight distance challenges.
- Leading pedestrian interval (MUTCD criteria C): While not an exclusive pedestrian phase, we considered whether an intersection had an existing or planned LPI.
- Pedestrian activity (MUTCD criteria D): Exposure consideration.
- Proximity to pedestrian generators (MUTCD criteria D): Largely the same as above but this allowed us to place additional emphasis on schools, senior centers, etc. which impact the pedestrian mix.
- Crash history (MUTCD criteria E): We considered both right-turn crashes and right-turn-hit-ped/bike crashes.

Using the above, scoring was developed based on quantiles. The combined scores resulted in an overall intersection index which allowed us to identify our selected intersections. This project is on-going and will deliver the NTOR restrictions at another 100 intersections in 2022, bringing the total to 125 intersections completed in 2022.

Public Transit

60. What actions did DDOT take in FY 2021 to increase the sustainability of the Circulator fleet?

- How many circulator buses will reach end-of-life in FY 2022 and FY 2023?
- Will these buses be replaced in FY 2022 and FY 2023, and if so, what fuel will the replacement buses run on?

DDOT is currently undertaking multiple actions to improve the sustainability of the DC Circulator fleet and overall program. DDOT began working on the DC Circulator Electrification Plan (formerly the DC Circulator Sustainability Plan) and is expected to complete this work in May 2022. The plan will fulfill DC Circulator's portion of the comprehensive clean vehicle transition plan required of DDOT by section 503 of the Clean Energy DC Omnibus Amendment Act of 2018 and include additional focused work on the improvements plans for the South Capitol Facility, as well as operational and charging scenarios to support the charging sequence of the vehicles. The plan will include guidance as to the fleet transition plan specifying the projected transitions of fleet vehicles as they reach their useful life.

DC Circulator's 14 Van Hool vehicles, introduced to the fleet in 2009, reached the end of their useful life in FY 2021. During FY 2020, DDOT initiated a "mini-overhaul" campaign, focusing on engine, transmission, and suspension repair, along with an interior and exterior refresh. The mini-overhaul work continued in 2021 and six vehicles were completed. The work continues in this fiscal year to complete the remaining four Van Hool vehicles. There has been delays for these repairs due to the pandemic resulting in parts and labor shortages.

In FY21 DDOT provided Notice to Proceed in the procurement of 14 Proterra ZX5 electric vehicles, to be delivered in FY23. These vehicles will have battery-electric propulsion, and they will expand the fleet to a total of 86 vehicles. The procurement of these vehicles will support the implementation of the new Ward 7 route in FY23.

In addition to the FY21 procurement, DDOT is currently working on a second battery-electric vehicle procurement for a total of 16 to 17 buses (pending funding). This second procurement would allow DDOT to retire the 14 Van Hool vehicles dating to 2009.

In FY21, the Federal Transit Administration awarded DDOT the *Low or No Emission (LONO) Vehicle Program* grant for \$5,150,000. The funding must be spent to purchase battery electric buses to replace older diesel buses that have reached their useful life, and support charging infrastructure and install a solar canopy to power the buses. In addition, in FY21 DDOT finalized a memorandum of understanding with DOEE that would allow DC Circulator to utilize \$4.9 million in Volkswagen (VW) Clean Air Act Civil Settlement funds to pay for portions of new electric

buses. Both the LONO and VW funding will be utilized for the upcoming FY23 bus procurement.

In order to house and charge the 14 new battery-electric vehicles, DDOT is working to implement improvements to the current DC Circulator South Capitol Street facility that would expand from 14 to 46 new bus parking spaces, add and enhance the charging infrastructure, and provide three additional maintenance bays for the vehicles. Design for the facility improvements was initiated in FY21 and is scheduled to be completed in FY22. Construction activities will start soon after for the Phase 1 improvements of the site which include capacity for up to 28 vehicles and charging equipment. There is still a \$17 million funding gap to finalize the improvements of the site in Phase 2. Phase 2 improvements include: extend the capacity from 28 to 46 vehicles, add a new office building to house dispatching activities and restrooms, as well as, three maintenance bays, and a bus wash.

DDOT worked with DGS to acquire land in Prince George's County in FY21 for collocating two District uses: a new consolidated DC Circulator operations and maintenance facility that will eventually house a fully electric fleet and the new DMV's CDL Truck Testing site. This facility will have space to house at least 120 vehicles. The environmental review and conceptual design of the site will be initiated in FY2022.

61. What is the status of the electrification of DDOT's fleet of passenger vehicles?

DDOT has made major headway in the electrification of the DDOT passenger fleet (DDOT staff use). DDOT Fleet Management has approached this issue from two angles to ensure that we are ready for various future electric vehicles.

Facilities

DDOT worked in partnership with DPW and DOEE on several DDOT facilities to improve and install the electric infrastructure for the charging process. DDOT HQ has installed charging units for all government vehicle parking spaces within the garage, so we are ready for the transition to full EV. Both DDOT Warehouse and Farragut Operations yards (95% complete) will have between 20–40 charging units installed in FY22 as DDOT will transition these two programs to majority EVs. DDOT is also applying for grants to install solar parking covers for our heavy and light trucks at the W Street Operations yard in FY23.

Vehicles

DDOT has already made a significant investment in the vehicle purchasing in FY20 and FY21. The focus was on two areas: small passenger vehicle for field inspectors and pick-up trucks for front line workers. DDOT has 22 Chevy Bolts in use and another 25 coming in FY22. DDOT has ordered 22 Endurance EV pick-ups from Lordstown Motors in Ohio and 40 Ford F-150 Lightnings for delivery in later FY22/early FY23. In FY22, DDOT is looking to expand the number of passenger and pick-ups with additional Bolts or Lightnings but also looking at other models that are coming forward in FY23/FY24. The goal for DDOT Fleet is to have more than 75% EVs for light and passengers' vehicles by FY23 Q2 with the only hold up currently being availability from manufacturers.

Bikes

DDOT is working on implementing a small EV Bike fleet for staff to use in the field in FY22. DDOT currently has a large cargo EV bike that both Urban Forestry and the Bike Program Staff use to perform field activities such as pylon installations, tree inspections, and other field installations. DDOT staff will be working together to identify use cases and bike models in FY22 Q2 to determine the next steps.

62. What is the status of the implementation of the updated Circulator Transit Development Plan? Please provide the Committee with a copy of the 2020 update issued in mid-2021.

DDOT updates the DC Circulator Transit Development Plan (TDP) every three years. The 2020 TDP Update kicked off in November 2019 (FY20). The final TDP draft was completed and shared with the public in April 2021. DDOT conducted an extensive public outreach process in summer 2021 and obtained rider feedback via variety of channels including: meet the rider events at stops, online office hours, and options to submit comments online or by phone. The document is currently being revised internally according to comments received from the public. We expect to distribute the final Circulator TDP in Spring 2022.

Any recommended system changes that will entail a major service change (for example the new Ward 7 route or any bus stop consolidation) would be subject to a public hearing before implementation. Staff is expecting to publish a set of recommended service changes and conduct a public hearing to solicit feedback from the community this spring.

A copy of the 2020 Circulator Transit Development Plan as of April 2021 can be found in **Appendix 62 Part 2**.

63. What is the status of securing a permanent garage for our Circulator fleet?

- Was the purchase of the 1201 Claybrick Road property completed in summer 2021, as estimated?

DGS purchased a 11.2 acre property located at 1201 Claybrick Road in Capital Heights, Maryland in summer 2021. The new facility will house both the DC Circulator and the new CDL Testing Facility for the DMV. The new facility will be built to include adequate space for bus storage and provide all necessary equipment to properly maintain the Circulator fleet. The new facility will also support enhanced access and mobility in the District, as more vehicle storage space will allow the system to acquire additional vehicles and expand service. DDOT and DGS are developing an MOU to address the roles of the agencies as they embark on initiating the environmental review process under the NEPA federal guidance and 30% conceptual design.

The total cost of the project, including site acquisition, labor, design, construction, and equipment was initially estimated at \$157,000,000. This estimate will be refined during the design process. At this time, the remaining design efforts and construction of the new facility has not been funded.

64. Where has DDOT currently implemented Transit signal priority?

- Where does DDOT plan to implement Transit Signal Priority in the future?

Transit Signal Priority (TSP) and/or Queue Jump is currently operational at 192 traffic signals along the Metrobus priority corridors in the District including 16th Street NW, Georgia Avenue NW, Wisconsin Avenue NW, and downtown.

- 177 of 192 intersections include TSP only
- 13 of 192 intersections include Queue Jumps only
- 2 of 192 intersections include TSP and Queue Jumps

The highlights of DDOT's continued efforts on Transit Signal Priority program related activities in 2021 are:

- Constructed seven new Queue Jumps across the city:
 - Martin Luther King Junior Avenue & W Street SE

- o Massachusetts Avenue & New Jersey Avenue NW
 - o 15th Street & U Street NW
 - o 17th Street & U Street NW
 - o Vermont Avenue & U Street NW
 - o 16th Street & Good Hope Road SE
 - o Georgia Avenue & Barry Place NW
- Designed five new Queue Jump locations. Following locations will be implemented in 2022:
 - o 7th Street & M Street NW
 - o 7th Street & P Street NW
 - o Alabama Avenue & Congress Street SE
 - o 14th Street & Upshur Street NW
 - o 14th Street & Shepherd Street NW
- Planned and designed for upgrading the TSP modem at 155 intersections, relocating, upgrading and installing the TSP equipment at 24 new intersections, and installing the TSP at 16 new intersections in 2022. It is expected that upon completion of the project in 2022, the number of TSP equipped intersections will expand from the current 179 to 195.
- Provided TSP for additional WMATA's bus routes to better accommodate WMATA bus service changes due to COVID (30N, 30S, 33, 38B, D2, D6, and N6).
- Established standing meetings between WMATA and DDOT to exchange TSP operational data, monitor the system's health, identify key elements to improve the existing system, and raise awareness of potential issues for DDOT technicians to troubleshoot and fix.

In 2022, DDOT plans to continue our collaboration with WMATA to further expand and optimize the existing TSP network through following efforts:

- Construct Queue Jump features at five locations that were designed in 2021;
- Identify and design five new Queue Jump intersections;
- Implement the proposed TSP modem upgrade, TSP equipment relocation and installation, refer to the list below for the new TSP intersections;
- Continue working with WMATA to ensure TSP can be best utilized to meet DDOT's goal to improve public transit in the District.

List of New TSP Intersections proposed to be added in 2022

- | | |
|---|---|
| • South Dakota Avenue & Delafield Street NE | • Minnesota Avenue & Grant Street NE |
| • South Dakota Avenue & 12th Street NE | • Minnesota Avenue & 23rd Street NE |
| • Taylor Street & 12th Street NE | • MLK Jr Avenue & Chicago Street & Morris Road SE |

- Michigan Avenue & 12th Street NE
- Michigan Avenue & Monroe Street NE
- Michigan Avenue & Franklin Street NE
- Fort Davis & Pennsylvania Avenue SE
- Alabama Avenue & Stanton Road SE
- Alabama Avenue & Congress Street SE
- Alabama Avenue & 11th Place SE
- Alabama Avenue & Wheeler Road SE
- Alabama Avenue & Irving Street & Jasper Road SE
- MLK Jr Avenue & Trenton Place SE & Savannah Street, SE
- South Capitol Street & Chesapeake Street SE
- South Capitol Street & Elmira Street SE
- Rhode Island Avenue & Monroe Street & 28th Street NE
- Rhode Island Avenue & Mills Avenue NE
- Rhode Island Avenue & 20th Street NE
- Rhode Island Avenue & Franklin Street NE
- Rhode Island Avenue & 14th Street NE
- MLK Jr Avenue & Talbert Street SE
- Wisconsin Avenue. and 33rd Street NW
- Wisconsin Avenue. and Edmunds Street NW
- Good Hope Road & Marbury Plaza Apartments SE
- Good Hope Road & 16th Street SE
- Good Hope Road & 13th Street SE
- 11th Street & O Street SE
- 11th Street & Ramp & N Street SE
- 8th Street & E Street SE
- 8th Street & Maryland Avenue NE
- 8th Street & K Street & West Virginia Avenue, NE
- 8th Street & Florida Avenue & Gallaudet, NE
- 7th Street & Florida Avenue NE
- 5th Street & Florida Avenue & New Jersey Avenue NW
- 6th Street & T Street & Florida Avenue NW
- 1st Street & M Street SE
- Isaac Hull Avenue & M Street SE

65. Please provide an update on the bus-only lanes DDOT, to date, including the number and location of these lanes, as well as year of installation.

- Has DDOT decided to make these lanes permanent?
- By what percentage did these lanes improve bus travel times?
- Is DDOT looking to implement more bus-only lanes throughout the District? If so, where, and on what timeline?

Has DDOT decided to make these lanes permanent?

DDOT has constructed the following bus lanes:

- Georgia Avenue NW: DDOT constructed bus lanes in 2016 between Florida Avenue and Barry Place.
- H and I Street NW: DDOT piloted rush-hour bus-only lanes on H and I Streets NW in downtown in FY 2019 from June 3 to September 29, 2019. The bus lanes extend from 14th to 18th Street NW on H Street and from 13th to 20th Street NW on I Street. DDOT decided to make these lanes permanent and extend the hours of operation to 7:00 AM – 7:00 PM, which went into effect on November 14, 2019. In 2021, DDOT constructed an upgraded design for the corridor to further improve bus performance and

operations, including offset bus lanes and double bus lanes in certain locations. The upgraded design is substantially completed; however the block between 14th and 13th Street NW on I Street NW was delayed due to Franklin Park construction and will be completed in spring 2022.

- 14th Street NW: DDOT completed construction of the shared protected bus and bike lanes on 14th Street NW between Euclid and Irving Street NW in November 2020. Based on observations and feedback from WMATA, DDOT made refinements to the northbound Irving Street stop to improve access to the curb for buses.
- MLK Jr. Avenue SE: DDOT completed construction of the bus lanes on MLK Jr. Avenue SE between W Street and St. Elizabeths East Campus in November 2020. DDOT is currently in the planning phase to identify further improvements to the corridor; design will commence in spring 2022. TSP will be installed in early 2022.
- M Street SE: DDOT completed construction of the bus lanes on M Street SE between 10th Street and Half Street SE in December 2020. DDOT is currently in the planning phase to upgrade the design and explore options for bike lanes along the corridor, supported through a Transportation Alternatives Program (TAP) grant project led by the Capitol Riverfront BID.

DDOT is currently monitoring all bus lanes and making adjustments as needed to improve operations and the efficiency of the service. We have no plans to remove the bus lanes.

By what percentage did these lanes increase bus travel times?

Overall, the bus lanes have improved bus travel times. Analysis has been somewhat complicated by the overall impact of COVID-19 on transportation in the region, as travel speeds in general have fallen with the return of traffic levels. Consistent enforcement of the bus lanes has also been an issue. DDOT anticipates an improvement in bus lane performance with the start of automated enforcement. DDOT is working with WMATA to provide regular updates on the performance of the bus lanes. Below is a summary of information to date.

H and I Street NW: WMATA's analysis of November – December 2018 versus 2019 shows the following trends:

- Average travel times improved by 10%
- Delays over 2 minutes improved by 39% overall
- Slowest travel times (95th percentile travel times) improved by 9%
- Instances of buses running 3 mph or slower improved by 18%

14th Street NW, MLK Jr. Avenue SE, and M Street SE: WMATA's analysis of April – June 2020 versus September – October 2021 shows the following trends:

- Average travel times improved by:
 - 3% for 14th Street NW
 - 4% for M Street SE
 - 16% for the southern segment of MLK Jr. Avenue SE (however, the northern segment worsened by 25% likely due to construction in the bus lane and compliance issues)
- The slowest travel times (90th percentile travel times) improved by:
 - 12% for 14th Street NW
 - 7% for M Street SE
 - 27% for the southern segment of MLK Jr. Avenue SE (however, the northern segment worsened by 12% likely due to construction in the bus lane and compliance issues)

For 14th Street NW, MLK Jr. Avenue SE, and M Street SE, WMATA compared control corridors to the locations where bus lanes were installed, since traffic volumes have returned over the course of the pandemic and general vehicle speeds have slowed; the results shown above account for changes observed on the control corridors.

While results are generally positive, with dedicated and automated enforcement resources, further benefits are anticipated. In February 2021 DDOT worked with enforcement partners, including DPW, MPD, and DFHV, to conduct an enforcement blitz on 14th Street NW. WMATA's analysis shows an additional improvement in the average and 90th percentile travel times as a result of the enforcement during the blitz.

Is DDOT looking to implement more bus-only lanes throughout the District? If so, where?

In December 2021, DDOT released the Bus Priority Plan which can be found on DDOT's website here: <https://ddot.dc.gov/page/bus-priority-plan-and-resources>. The Bus Priority Plan outlines DDOT's vision for bus priority and the importance of transit to District residents, workers, and visitors. The Plan also provides an overview of the bus priority corridor network and project pipeline, which is DDOT's plan for delivery of up to 51 bus priority projects, steered by the public input received through the moveDC update process.

Active and upcoming construction start in 2022 includes:

- 16th Street NW: Arkansas Avenue to H Street NW
- H Street NW: 13th Street to North Capitol

- Minnesota Avenue SE: Pennsylvania Avenue to East Capitol (southbound bus lane from Nelson Street to Pennsylvania Avenue; bike lanes from M Street to Ely Street)
- Pennsylvania Avenue SE: 2nd to 13th Street (project also includes protected bike lanes)

Bus priority projects for planning or design in FY22 include:

- MLK Jr. Avenue SE 2.0: Good Hope Road to St Elizabeths East Campus (building on the existing pilot bus lanes)
- M Street SE 2.0: 10th St to Half Street (building on the existing pilot bus lanes; considering protected bike lanes)
- 11th Street NW: Massachusetts to Pennsylvania Avenue
- 8th Street NE: Florida Avenue to East Capitol Street NE
- Columbia Road NW: 16th Street to California Street NW
- 7th Street NW: Massachusetts Avenue to Pennsylvania Avenue
- 13th Street NW: K Street to Pennsylvania Avenue
- Georgia Avenue NW: Barry Place to Kansas Avenue
- Minnesota Avenue SE: Good Hope Road to Pennsylvania Avenue
- H Street NE: North Capitol to Benning Road
- Nannie Helen Boroughs Avenue NE: Minnesota Avenue to Eastern Avenue
- North Capitol (part of multimodal corridor study)
- Alabama Avenue SE: MLK to 25th Street (part of multimodal corridor study)
- Benning Road NE: Oklahoma Avenue to East Capitol (part of streetcar extension and bridge project)
- K Street Transitway

66. How many of the bus stops located in the District comply with the Americans with Disabilities Act (ADA)? Please include:

- The number of bus stops that were brought into compliance with the ADA in FY 2020 and FY 2021, and the locations of those bus stops.
- The bus stops that the agency will make compliant with the ADA in FY 2022, and the locations of those bus stops.
- The number of bus stops that have seating and/or shelter, and total number of bus stops in the District.

In FY 2021, DDOT completed 27 bus stop improvements as part of the maintenance improvement work performed on our roads and sidewalks by the Maintenance Division. Some accessibility issues improved include sidewalk condition, landing area width, and other path of travel obstructions. We anticipate to improve 15 bus stop locations in FY22. This does not include locations that have already been addressed as a part of our Bus Priority Program.

There are more than 3000 bus stops in the District. The Bus Shelter Franchise Agreement allows for 788 shelters at compliant bus stops

NO	LOCATION	WARD	BUS STOP ID	DATE
1	Minnesota Avenue SE & Nash Place SE	7	1000489	10/22/20
2	Bladensburg Road NE & Neal Street NE	5	1001200	10/26/20
3	18 th Street NE & Adams Street NE	5	1001760	10/29/20
4	18 th Street NE & Bryant Street NE	5	1003006	10/29/20
5	Kansas Avenue NW & Emerson Street NW	4	1002513	11/12/20
6	Kansas Avenue NW & Emerson Street NW	4	1002508	11/12/20
7	Foxhall Road NW & Greenwich Parkway NW	3	1001529	11/09/20
8	Q Street NW & Foxhall Road NW	3	1001486	11/09/20
9	21 st Street NW & M Street NW	2	11746	12/01/20
10	38 th Street SE & W Street SE	7	1000369	12/08/20
11	8 th Street NE & F Street NE	6	1001039	01/08/21
12	8 th Street NE & F Street NE	6	1001058	01/08/21
13	P Street NW & 17 th Street NW	2	1001434	01/19/21
14	Vista Street NE & South Dakota Avenue NE	5	1001946	05/12/21
15	West Virginia Avenue NE & Montana Avenue NE	5	1001665	05/12/21
16	Benning Road SE & Hanna Place SE	7	1000572	06/16/21
17	Western Avenue NW & Westmoreland Circle NW	3	2000001	08/17/21
18	Western Avenue NW & Chesapeake Street NW	3	2000002	08/17/21
19	Western Avenue NW & Chesapeake Street NW	3	2000003	08/17/21
20	14 th Street NW & Ingraham Street NW	4	1002571	09/10/21
21	14 th Street NW & Ingraham Street NW	4	1002576	09/10/21
22	14 th Street NW & Gallatin Street NW	4	1002541	09/10/21
23	14 th Street NW & Jefferson Street NW	4	1002592	09/10/21
24	Massachusetts Avenue NW & 30 th Street NW	3	1001784	11/04/20
25	Independence Avenue SW & 12 th Street NW	2	11738	11/16/20
26	Independence Avenue SW & 14 th Street NW	2	1000742	11/19/20
27	Independence Avenue SW & 14 th Street NW	2	1000721	11/20/20

67. What is the status of the Streetcar project? Please include:

- A spending plan and schedule for obligating funds for the 8-mile system.
- The status of the Environmental Assessment for the Benning Road extension.
- The methods being considered by the agency to collect fares once revenue operations commence, and a timeline for the implementation of fare-capture.
- Any operational and financial constraints on DDOT's ability to run and maintain the Streetcar.

A spending plan and schedule for obligating funds for the 8-mile system

DDOT is actively advancing eastern (Benning) extension, which is part of the proposed eight-mile system. The Benning project is on 90% design phase. The final design phase is anticipated to be complete by Summer 2022.

The spending plan can be found in **Appendix Q67 Part 2**.

The status of the Environmental Assessment for the Benning Road extension

DDOT Director and FHWA have signed the Final EA and FONSI for the Benning Road extension project. All parts of the Final EA/FONSI have been released to the public on the project website.

The methods being considered by the agency to collect fares once revenue operations commence, and a timeline for the implementation of fare-capture

DDOT will conduct an analysis on streetcar fare payment collection and fare policy enforcement in coordination with regional partners prior to the completion of Benning Extension construction. Details of fare collection and fare revenue management will be announced if DDOT makes a change in the Streetcar fare policy. Based on the recommendation of the new fare collection, policy enforcement and revenue management analysis, DDOT would develop the timeline and fare collection methods closer to the start of the streetcar revenue service in Benning Extension.

Any operational and financial constraints on DDOT's ability to run and maintain the Streetcar

DDOT continues to experience some operational challenges related to the building maintenance and repair services. DDOT continues to work with DGS to mitigate these issues and to understand the long-term maintenance plan for the carbarn. The Streetcar contractor has identified the lack of availability of some key spare parts as an on-going issue. Several parts suppliers are in Europe, while some American suppliers are no longer in streetcar/Light Rail Transit business. The inability to obtain parts impacts the contractor's capacity to complete necessary maintenance and repairs in a timely manner. This impacts vehicle availability and service provided. Given the limited capacity to procure needed parts for either streetcar fleet, especially the older fleet, parts availability will continue to be limited in the future and will continue to have an operational impact. The Contractor has worked with other transit agencies, which use the similar type of streetcars to operate a "parts sharing" arrangement, but this is a temporary solution. DDOT will look to update and standardize parts to increase accessibility to parts suppliers.

COVID-19 Response

68. Please provide the following data for the agency:

- b. Number and percentage of staff that are fully vaccinated, by division.
- c. Number and percentage of staff that are not vaccinated, broken down by (1) exempt staff and (2) non-exempt staff, by division.
- d. Agency plans to address non-exempt unvaccinated staff, including plans for mandated leave, termination, or other action, and including timing for implementation.

Please see **Appendix 68 Part 2** for the number and percentage of staff who are vaccinated and unvaccinated by division.

Two medical exemptions have been granted—one each in OA/PSRD and OA/TOSD and are indicated by asterisks in the table in Appendix 68.

Agency plans to address non-exempt unvaccinated staff, including plans for mandated leave, termination, or other action, and including timing for implementation.

Agency plans are still in progress as of 1/27/2022; DDOT will adhere to progressive discipline guidance provided in DPM issuance I-2022-3, COVID-19 Vaccination Requirements (January 2022)

<https://edpm.dc.gov/issuances/covid-19-vaccination-requirements/>